

INTERNATIONAL

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SNOWBOARD

JANUARY '87

MAGAZINE



VOLCANO SURFING

Radical terrestrial extremities.

BOARD TESTING

Piloting the new models.

KEITH KIMMEL

The "Slasher" interview.

What we think

BOARD TEST

By Thomas Hsieh, Jr.

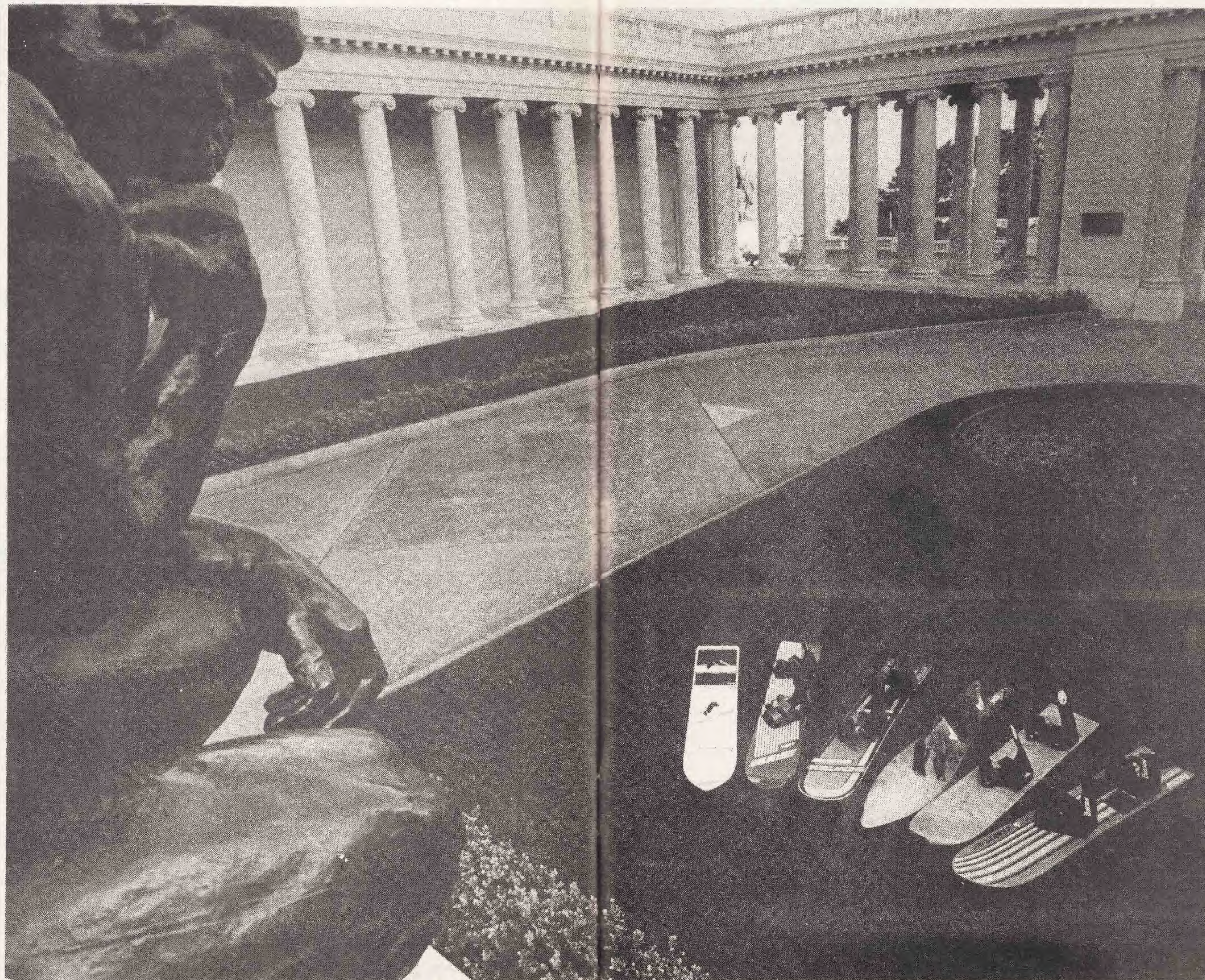
"Am I going to go with the company that I'm most familiar with, or should I risk my money on something that I don't know anything about?"

Almost every snowboarder faces this dilemma at some time or another. Because of the ever increasing competition between snowboard manufacturers, chances are that the board you had last season, although still in good shape, is somewhat inferior to this year's models. Your board may still be the best one for you, but the ongoing increases in board design and technology are making it harder to stay aware of all the new developments.

We have invited a number of companies to showcase their "main-line" models so that we could formulate an opinion about their performance. Although the six boards on test this month are all competing for the public's interest, they all have a universal appeal that will retain the interest of good riders; at the same time, each one has important distinctive qualities derivative of their respective design strategies.

MATERIALS

Obviously any board designed to perform on snow must be light yet stiff. That's because the energy provided by gravity will allow the final decision to be based on the riders' experience in all conditions. One material commonly implemented on today's boards is P-Tex. Years ago, this invention by a Swiss entrepreneur revolutionized the way people register their snow experience.



The competition of the sport's manufacturers has made choosing a board very difficult.

Any other material will not provide you with a standard that has been accepted by the ski industry. A new technology has been attained by the snowboarding industry recently, when it began to incorporate ski-technology into snowboards. It was bound to happen sooner or later, and manufacturers are discovering the unparalleled performance and durability that can be achieved with materials such as Kevlar, foam cores, epoxy wraps, ABS, torsion construction, and steel edges. In some cases, these structural advances result in dramatically higher prices, but within time this will probably constitute an industry standard that will be enjoyed by snowboarders everywhere.

BINDINGS

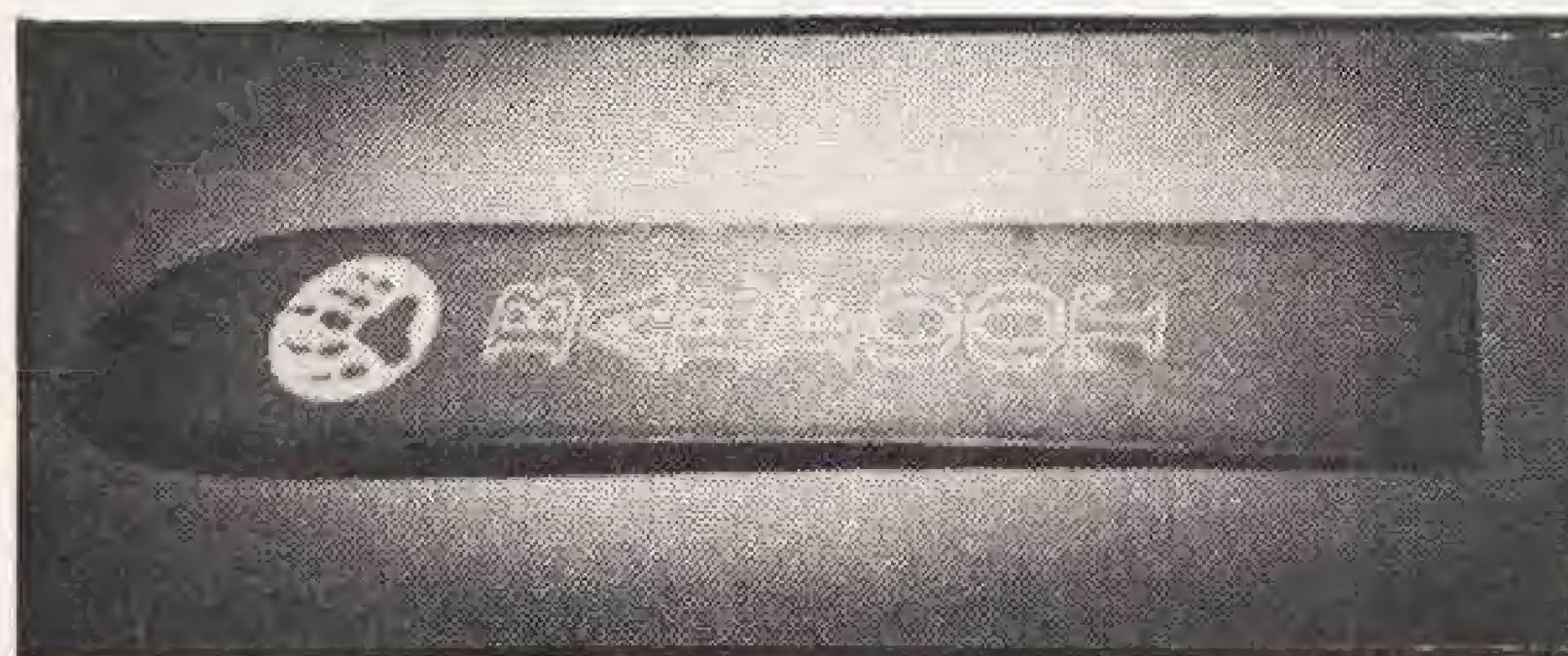
The debate over bindings continues, but one significant choice has become the norm--support for the calf area of the rider in order to make heel turns easier. This common design, a product of Jeff Grell's vision, incorporates a device that allows the back calf area to maintain the crucial support needed while negotiating heel turns, and manufacturers have hurried to produce what has commonly been called the "high back binding". Although high backs have proven their usefulness to snowboarders, the quick release(non-releasable) binding is also quickly finding its niche among a select group of riders. The quick release system is usually used with stiffer mountaineering boots that are designed to be compatible with toe-to-heel ski bindings.



AVALANCHE RFX SLALOM

Description: Square tail with slight tail-kick.
Materials/Construction: Incorporates vertically laminated ash wood core sandwiched between fiberglass/plastic. ABS sidewalls and topsheet. **Length:** 62 1/2". **Widths:** (wide) 11 1/2". (narrow) 10 5/8". **Edges:** Steel. **Bindings:** Low profile, quick-release plates. **Warranty:** one year. **Price:** \$399.95

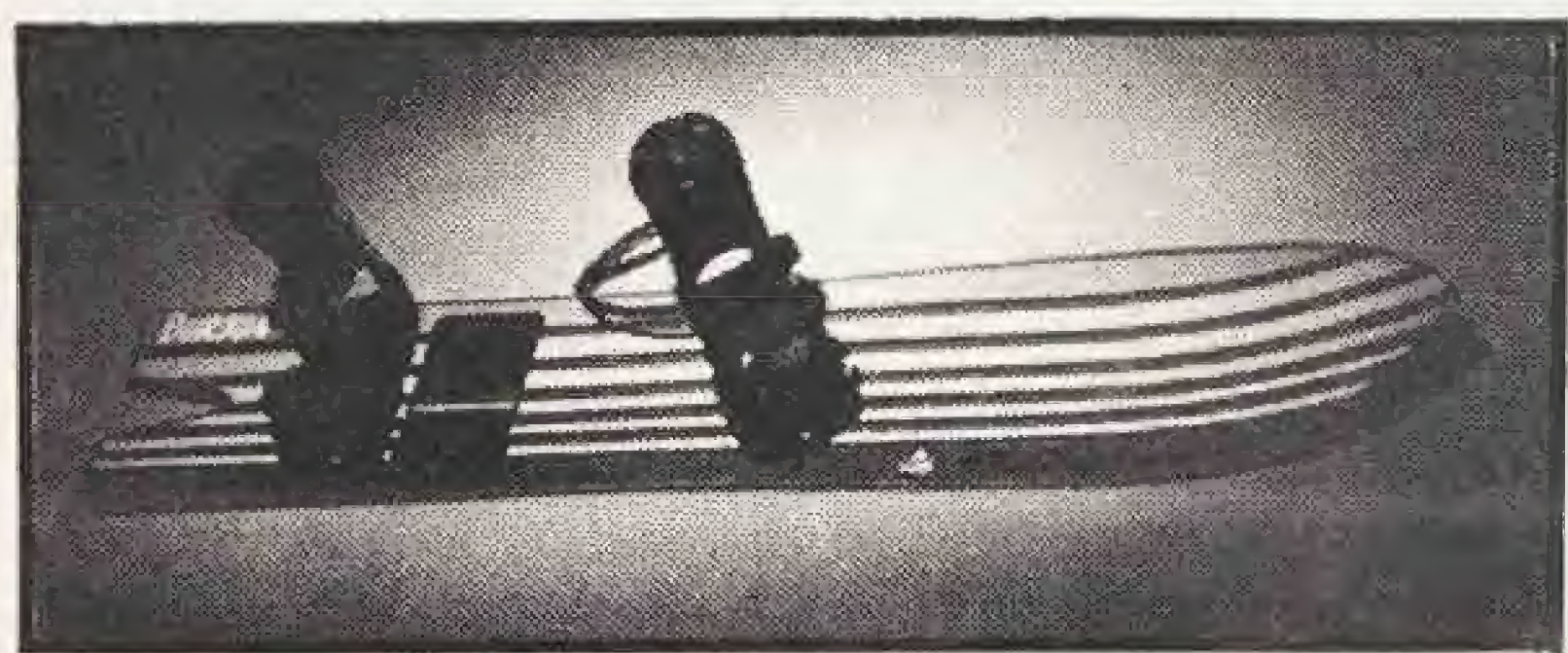
This was the snappiest most responsive board tested this weekend. It incorporates an entirely different concept and construction that encompasses ski technology from the board make up to how it is ridden. Quick-release plate bindings are standard (not shown in photo), and a mountaineering boot with the standard toe-to-heel are required to accommodate them. The RFX is very flexible the first 15 inches from the nose then gets really stiff the rest of the way to the tail. The RFX turned best while traveling at faster speeds. The concept of the plate binding (with the hard shell boots) does restrict flexibility to some degree, but it's a trade off for incredible stability and edge control.



BARFOOT 161 GRAPHITE

Description: Square tail.
Materials/Construction: Six ply maple construction with a five inch strip of graphite from binding to binding. Urethane tail and nose blocks. **Length:** 60 1/2". **Width:** (wide) 11 3/8" (narrow) 10 7/8". **Edges:** Steel. **Bindings:** High back. Collapsible. **Warranty:** one year. **Price:** \$350.00

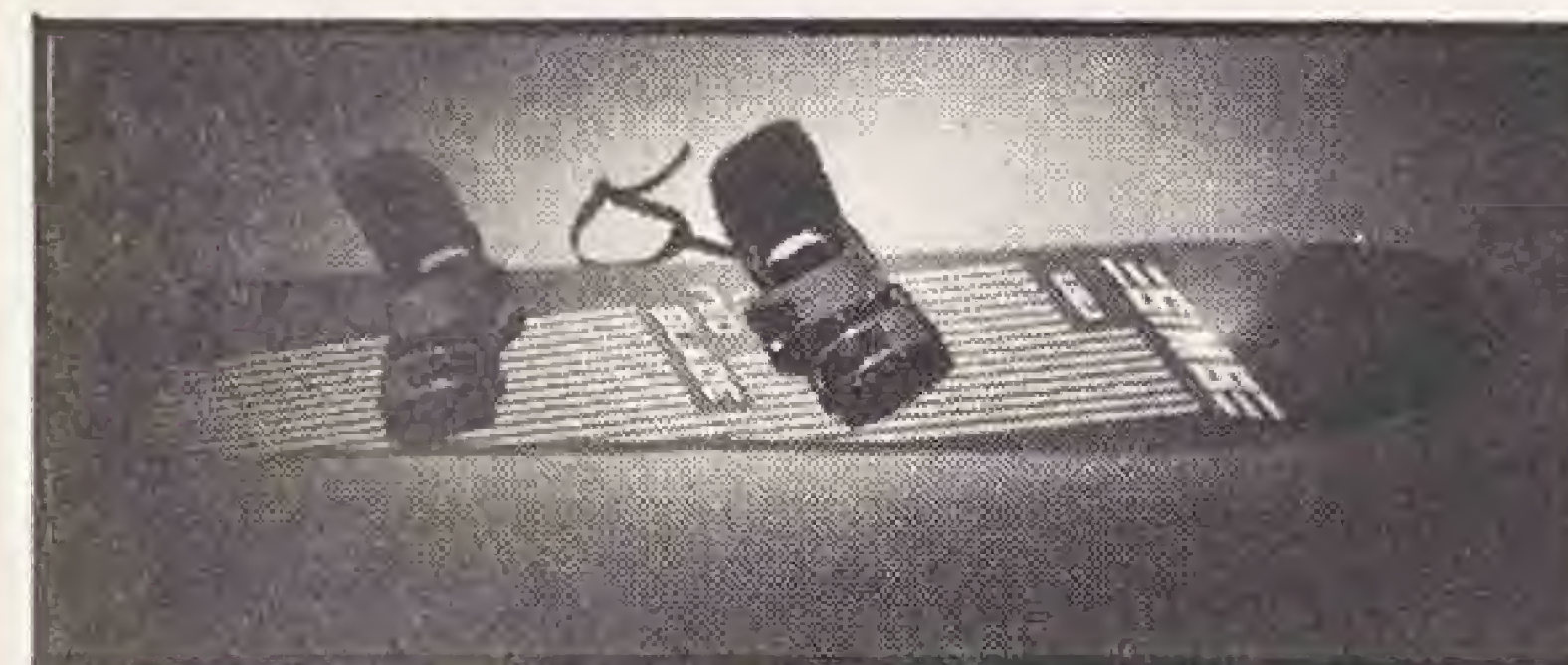
This was definitely the friskiest board tested. Designed with a rocker and turned up edges, the BARFOOT was as loose as a goose. A metal fin was provided with the board, but didn't seem to help the looseness. It wanted to slide more than carve. The board worked pretty well in the powder, tracking with ease and turning quickly. Another problem was the fastex-snap buckles on the bindings. They did not hold your heel down onto the binding, and difficult toe turns were the result. The board will take some getting used to especially if you are currently riding a flat bottom board. The bindings (except for the FASTEX) worked excellent on heel traverses and turns.



BURTON CRUZER 165

Description: Swallowtail
Materials/Construction: Made from a fiberglass/foam core mold with sintered P-Tex and a rubber tail guard. **Length:** 63". **Widths:** (wide) 11 5/8" (narrow) 10 5/8". **Edges:** Cracked steel. **Bindings:** One piece. Non collapsible. **Warranty:** one year. **Price:** \$319.00

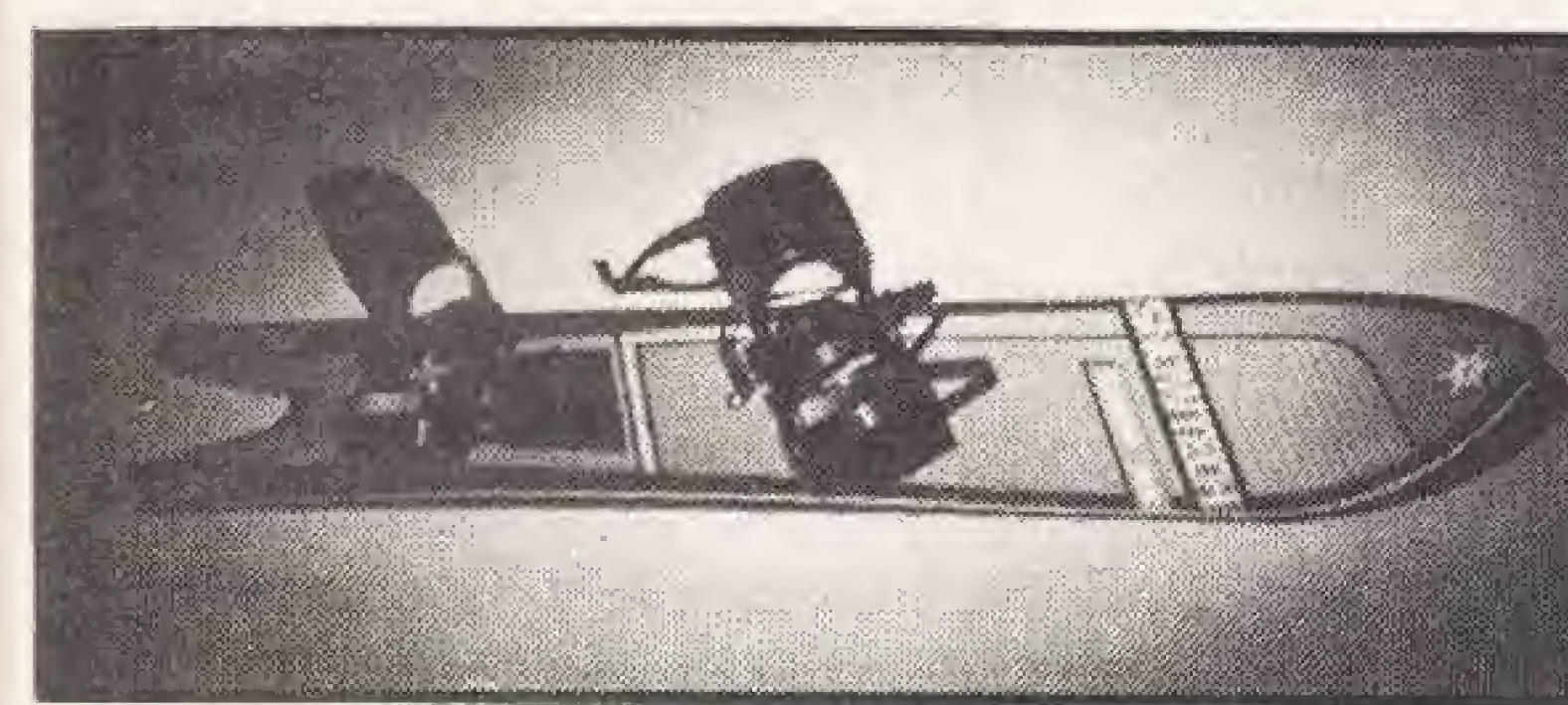
The CRUZER emphasized all-around maneuverability and easy handling. It went from rail to rail with ease and held a solid edge during a heel side traverse. The CRUZER did not have the tracking feeling that others had, and allowed for more looseness while just carving around. The CRUZER worked well in all the conditions and at fast as well as slow speeds. The only drawback came from the bindings, which wrapped around the rider's calf and restricted the flexibility necessary for tweaking aials. They are also one piece and do not collapse for convenient storage. It should be noted that the Cruzier's maneuverability does not come at the expense of straight out downhill speed.



SIMS 1710 BLADE

Description: Square tail with tail kick.
Materials/Construction: Hard rock Canadian maple; vertical block torsion; fiberglass epoxy, ABS tail block
Length: 64 1/2" **Widths:** (wide) 11 1/4" (narrow) 10 5/8"
Edges: Steel. **Bindings:** High back and collapsible.
Warranty: one year.
Price: \$389.00

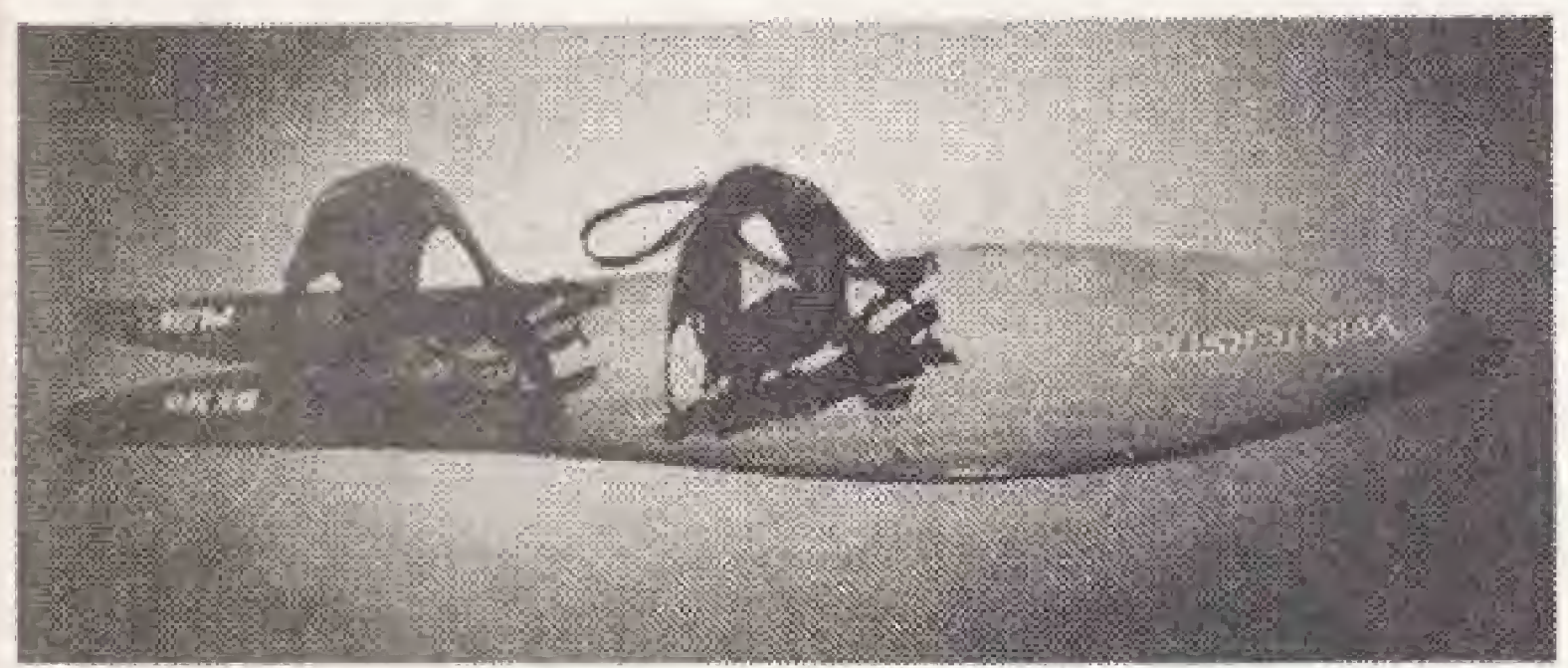
If you are an accomplished rider who is aware of the responsiveness of a sensitive board, the BLADE provides stability and lightning quick turns while running fast. The edges had to be detuned on the first fifteen inches of the board because of its slightly cambered base, otherwise the front end will catch an edge. The block tail design is also new for the SIMS BLADE, and (coupled with a slight tail kick) caused the board to hold solidly while cranking hard turns. Steering is positive if not spectacular, but those planning on riding the bumps should expect some stiffness on the toe to heel axis of the board. This board is designed for an experienced rider.



SNOWTECH PULSAR GS 160cm

Description: Swallow tail.
Material and Construction: Vertical laminate with Ash and Aspen woods sandwiched between pre-cured fiberglass. ABS sidewalls and aluminum tail protector.
Length: 62.5 " **Width:** [widest] 11 3/8" [narrow] 10 1/2"
Edges: Steel.
Bindings: High back design. Collapsible.
Warranty: 1 year.
Price: \$319.95.

The Snowtech Pulsar is an incredible improvement over last year's models. The boards are constructed in Canada and offer a durable vehicle that will be appreciated by riders who are interested in a faster board that seems geared for the gates. Tight turning was not a simple matter on this model, but fast, G.S. carving was a pleasure. This board is a bit on the stiff side, and offers a stable ride for fast cruising. The bindings were convenient, incorporating high back design and featuring a "micro adjust" for those who wish to position the center of their foot onto the center of the board without having to remove the entire binding.



WINTERSICK SWALLOWTAIL PLUS

Description: swallowtail.
Materials/Construction: Foam core, wet wrapped with fiberglass. P-Tex 1000 with deep base channels.
Length: 64 1/2". **Widths:** (wide) 13 1/4". (narrow) 8 3/4".
Edges: Cracked steel.
Bindings: Cordura and nylon webbing. High back design. Collapsible. **Warranty:** one year.
Price: \$325.00

The SWALLOWTAIL PLUS was more unique in design than any of the other boards tested. The board wasn't a real quick turner on the hardpack; but because of its lightness could be torqued around as the rider desired. Although not just designed for powder, the PLUS was at home in the deeper snow. The deep cut swallow allowed the board's tail to sink and let the wide nose plane on top of the snow. Carves in the powder were longer and more drawn out. The real drawback of this model was its bindings. The design offers support but the webbing straps frequently came loose and the heel would pull out on toe turns.

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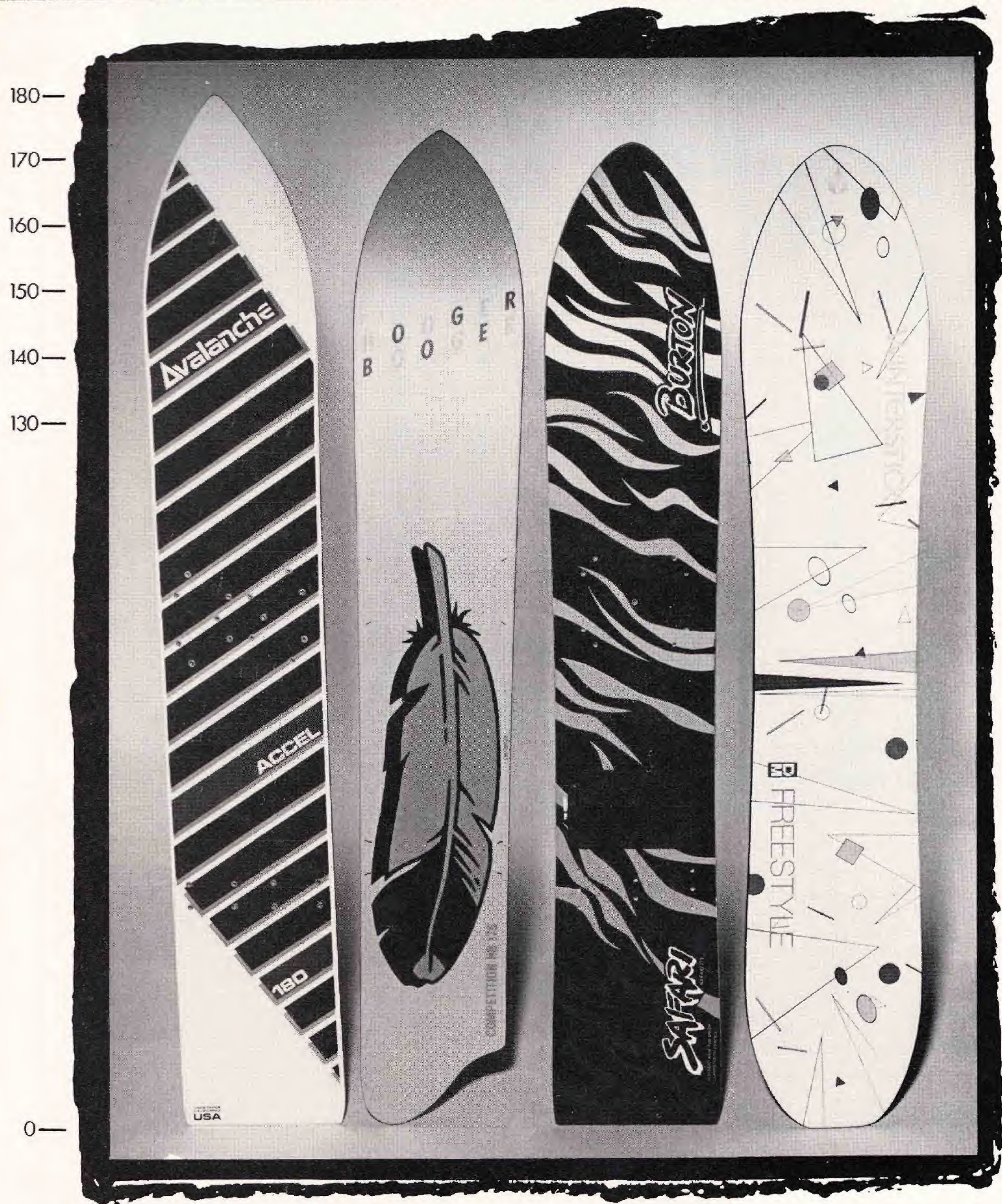
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M A G A Z I N E

THE 1988
GLIDE
GUIDE





14 Accel 180 Comp 175 Safari 175 Freestyle

GLIDE 1988 GUIDE

photos by Bud Fawcett



Photo: Bud Fawcett

Welcome to the "Glide Guide", developed for our readers as a preview of new shred sleds for this year. With winter on our doorstep, we can only begin to guess which boards will launch the highest air, track powder with greatest ease, or hold its edge for the longest turn. Certainly, snowboarders are the best judge for what's right for them; we recommend that you take the time to demo many models, talk with "boarding buds", or visit the nearest store to make your own decision.

This project represents a majority of currently available snowboards and bindings, which are in some cases interchangeable, and is being updated as new manufacturers arrive to show off their latest snow tools. The following information was manufacturer-supplied, and primarily represents how they feel about their product. You are the final judge, and we hope your choices are positive as we embark on another shreddin' season.

Avalanche Accel 180*

The Accel 180, which is manufactured in Austria, is extremely comfortable at high speeds and has the ideal flex for the larger, more aggressive rider. According to Avalanche, many racers can use it for an all-around board. It comes equipped with plate bindings. Accel colors are red, white, and black.
Sugg. Retail: 399.95 w/Avalanche Uniplate Bindings
Contact: Avalanche Snowboards, P.O. Box 10636, South Lake Tahoe, Ca. 95731 U.S.A. (916) 541-SURF

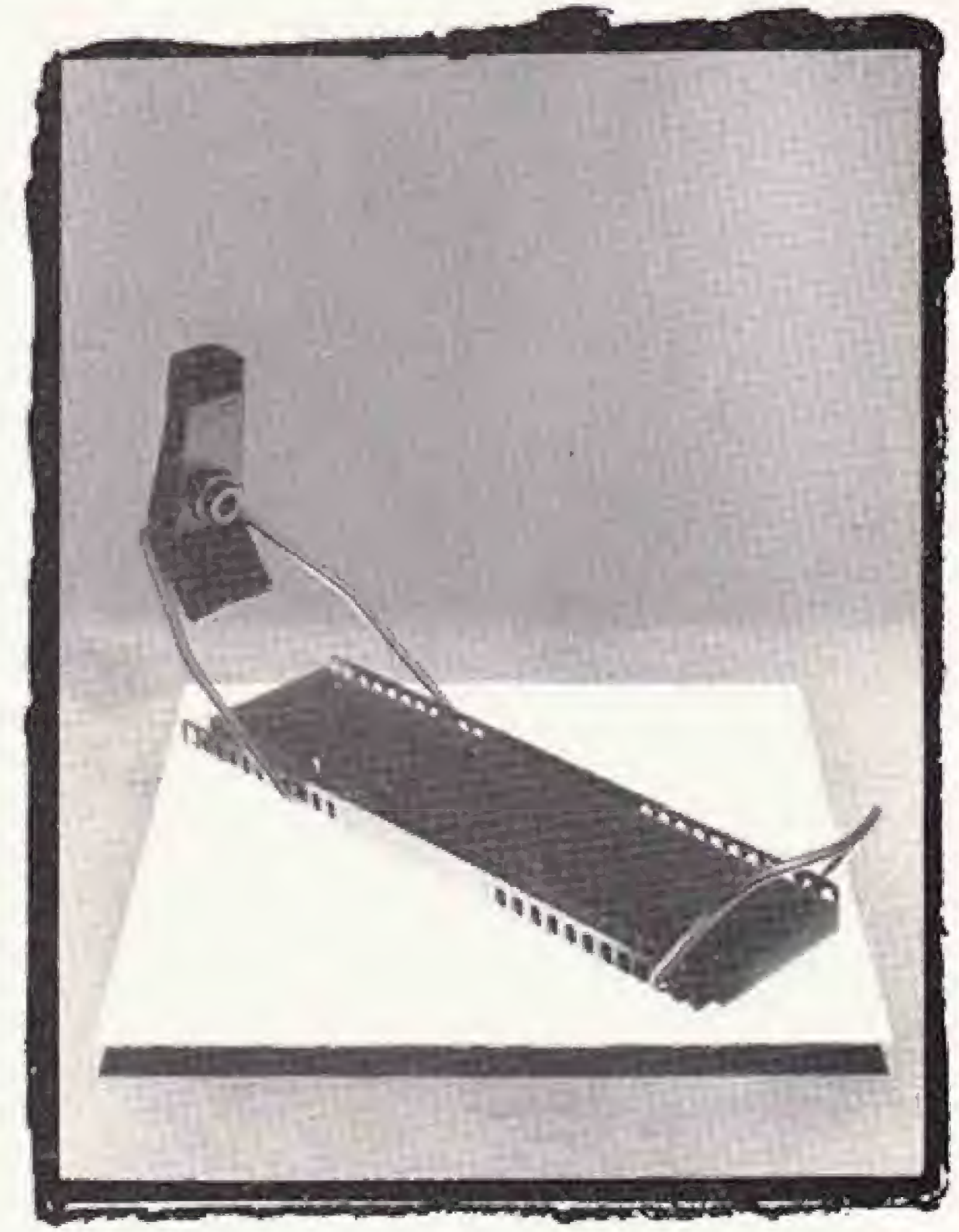


Burton Binding

Hooger Booger Competition 175*

Manufactured in Switzerland, the Comp 175 was designed for giant slalom, fast-cruising and comes standard with Elfgen Pro Line plate bindings. Its unique assymetrical tail facilitates more edge on heel turns and is slightly upturned. There is aluminum reinforcement throughout the bindind areas and comes with P-Tex 2000. It is recommended for the advanced rider. Buyer should specify stance before purchase. Colors: Grey, hot pink, black.
Sugg. Retail: 396.00 w/Elfgen Pro Line Plate bindings (based on current US dollar)

Contact: Hooger Booger, Sporting Goods by Kitchener, Aaberggrasse 40, CH-3011, Switzerland Telephone 031-22-2333



Avalanche Uniplate

Burton Safari 175*/185

Sealed core, aluminum tip and tail protectors, variable flex pattern, stance selection, and fast sintered base made of UHMW Polyethylene make the Safari a sophisticated snowboard for the hardcore racer or serious free rider. Recommended for experienced riders who like G.S. style cruising. The 185 is a stock downhill board for racers or riders that need speed. Colors: Yellow, green, blue, purple.
Sugg. Retail: 399.00 w/Burton Binding (optional plate bindings)
Contact: Burton Snowboards, Manchester Center, Vermont, 05255 U.S.A. (802) 362-4000

* Pictured



GLIDE 1988 GUIDE



Photo: Bud Fawcett

Winterstick Freestyle*

This is a new addition to the Winterstick line, designed for all around riding, the Freestyle is a foam core epoxy wrapped board. It comes with a newly designed binding that allows support and is padded for comfort. Colors: Blue, red.
Sugg. Retail: 369.00 w/Winterstick Bindings
Contact: Winterstick, 3474 South 2300 East, Salt Lake City, Utah, 84109 U.S.A.

Snowtech Aero 180

Computer-designed racing board manufactured with ski technology for larger, more skilled riders in mind.
Sugg. Retail: 419.95 w/Snowtech XR Bindings
429.95 w/Fritschi Plate Bindings
Contact: Snowtech, Inc., 1115 East Main Street, Rochester, New York, 14609 U.S.A. Telephone (716) 288-7335

Flite Weapon 180/200

The Weapon series was specifically developed for serious G.S. and Downhill racing enthusiast for all snow conditions.
Sugg. Retail: 439.00 w/Flite Ultra, or Flite Ski Boot Bindings
Contact: Flite Snowboards, 58 Kingston Avenue, Newport, Rhode Island, 02840 U.S.A. Telephone (401) 847-3715

Gnu Race Room 176-213

The Race Room will produce, in two sizes, a high speed slalom and a downhill racing shape. From the carefully shaped vertical spruce core to the uni-direction graphite and aerospace epoxy prepreg structural components, these handmade boards feature a longer, narrower profile for high speed stability and quicker turning.
Sugg. Retail: Inquire
Contact: Windline International, 3310 Meridian Avenue North, Seattle, Washington, 98103 U.S.A. Telephone (206) 547-1558

Kemper Aggressor 170*

Designed to be responsive and untouchable in performance is the Aggressor, for the intermediate, more experienced rider, and also for beginners. Comes with bindings. Colors: Orange, purple, green, blue, grey.
Sugg. Retail: Not available.
Contact: Kemper Snowboards, Inc., 1775 Blythe Road, Mississauga, Ontario, Canada, L5H 2C3 Telephone (416) 271-SNOW

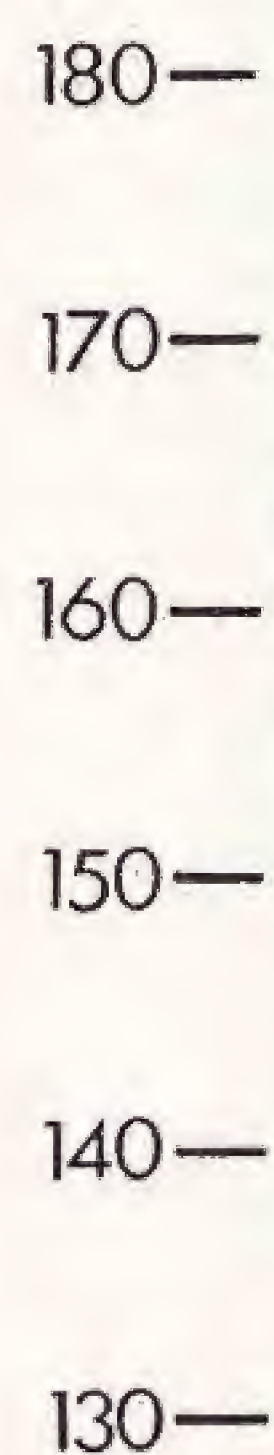


Sims Binding



Winterstick Binding

* Pictured



GLIDE 1988 GUIDE

Snowtech Jazz 168*/158

Snowtech introduces this ski technology freestyle board with lightness and equal performance in either direction due to its radial kicktail and symmetrical sidecut.
Sugg. Retail: 369.95/379.95 W/Snowtech Bindings 379.95/389.95 w/Fritchi Bindings

Gnu Hypercarve 166*/176

This is the production version of their most successful slalom board. The sidecut works with the boards even flex pattern to reverse the boards camber and carve rather than slide through a turn. The boards torsional stiffness is designed to snap it out of turns with speed and control. Colors: Black, magenta.
Sugg. Retail: 425.00 w/Gnu Bindings

Hooger Booger Freestyle 162*

The Freestyle 162 from Switzerland was originally produced for halfpipe, freestyle tricks, and slalom riding. The sidecut allows for narrow circular turns and has tailkick and a blunt nose. It is a general purpose shred machine in all snow conditions.
Colors: White, yellow.
Sugg. Retail: 396.00 w/Elfen Pro Line bindings

Winterstick Swallowtail

The original swallowtail is made in Utah and was designed for varying snow conditions for the adventurous. Comes with steel edges and padded bindings. Colors: Green, white.
Sugg. Retail: 329.00 w/Winterstick Bindings

Storm Boards, Variable Shredder 161

This Twin Tip design was primarily developed for freestyle snow surfing. Engineered for strength and flexibility, this very light tapered model will spring the rider into the air and land with a shock absorber effect.
Sugg. Retail: 425.00 w/Barfoot Bindings 446.00 w/multi-directional torsion plate bindings.

Contact: Playmohr Monoboards, Ltd., No. 6, 4451-64th Avenue, S.E. Calgary, Alberta, Canada, T2C 2C8 Telephone (403) 236-3666

Burton Cruzer 165*

Designed for the intermediate to advanced rider, the running length of this board was meant to give it stability at speed, while the flex pattern, cracked edges, and modified sidecut enables the rider to turn sharply. Reinforced binding areas and extruded Polyethylene base. Colors: Purple, magenta, black, grey.
Sugg. Retail: 319.00 w/Burton Bindings

Sims Switchblade 1630*

A newly designed easy riding shred sled for the adult size rider looking for a lightweight but durable board that excels in bumps, powder, hardpack, and halfpipes. The slight camber provides maximum edge grip, with no edge catching, while the kicktail allows for backwards riding and quick release in the bumps. Sugg. Retail: 399.00 w/Sims Ultimate Binding



Photo: Thomas Heide



Flite Binding

* Pictured



Air

Freestyle 151

Boogie 150

Kemper Rampage 160*

From its all-around maneuverability and easy handling at both slow and fast speeds, the Rampage offers the rider performance and stability in all snow conditions. Comes with bindings. Colors: White, green, blue, purple, orange.

Flite UFO Slalom 160*/170

The U.F.O. Series is designed for slalom racing as well as general use, and will handle all snow conditions. Has an ABS tailblock for protection, sintered base, and ABS sidewalls. Colors: White and pinstripping.
Sugg. Retail: 419.00 w/ Flite Ultra, or Flite Ski Boot Bindings

Avalanche Flex 160

Updated this year with a more even flex pattern, the Flex 160 is produced in Austria and recommended for general riding.
Sugg. Retail: 389.95 w/Avalanche Uniplate Bindings

Flite Wavehog 153/Predator 163

The Wavehog and Predator freestyle series was designed to handle abrupt angles encountered in halfpipe riding. Also a great general-use board for all snow conditions.

Sims "Kidwell" Freestyle 1650*

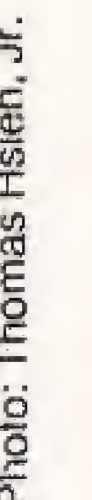
The 1988 Kidwell features a new super strong rock maple core that is thinner and lighter, yet dramatically stronger than before. This year's model has also been narrowed. Designed for freestyle, it comes with tailkick, wide nose, and P-Tex 1000. Colors: Red or white.
Sugg. Retail: 379.00 w/Sims Ultimate Binding (Elfgen Plate Bindings optional)

Burton Air

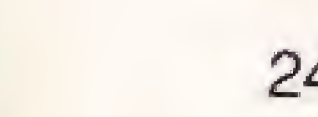
With its variable flex pattern and unique tail construction the board is loose enough for performing freestyle moves, without requiring a beveled base. As a result of its flat sintered base and elliptical side cut, the Air shreds on hardpack and bumps, as well as in a pipe. The 162 cm Air is recommended for experienced riders. Colors: Black, blue.
Sugg. Retail: 379.00 w/Burton Bindings
Burton Variplate Bindings optional.

Rossignol 160

Arriving in the U.S.A. later in the 87/88 winter season, the Rossignol 160 CM Snowboard is produced in France, and is currently being sold and tested in Europe.
Sugg. Retail: 420.00 w/Rossi Plate Bindings
Contact: Rossignol Snowboards, P.O. Box 298, Williston, Vermont, 05495,
U.S.A. Telephone (802) 863-2511



Barfoot Binding



GLIDE 1988 GUIDE

Barfoot Freestyle 141/151*/161

This freestyle board manufactured by Barfoot is designed for all-around bump, powder, and halfpipe riding. The wide tail makes it possible to hang out on a edge going up a halfpipe wall or side of a mogul, and is also hyperkicked so that you can ride, and do tricks backwards. The slight camber allows for highspeed power carves on hardpack.

Sugg. Retail: 379.99 w/Barfoot Bindings

Hooger Booger Boogie 150*

Designed with the beginner in mind, the Boogie is designed with a rounded off tail. There is aluminum reinforcement throughout the bindings and has P-TEX 1000.

Color: hot pink.

Sugg. Retail: 372.00 w/Elfen Plate bindings

Avalanche Sport-Mini 140/Sport 150

The Sport Mini features a shortened stance and adjusted sidecut for the aggressive beginner or smaller novice rider. The Sport 150, which is light, easy turning, and priced right, has a forgiving flex pattern, and enough kicktail for freestyle moves.

Sugg. Retail: 289.95 w/ Avalanche Uniplate Binding

Flite Rocket 140/150

A medium sidecut and easy turn gull-bottom makes this model a favorite with beginners and intermediates alike.

Burton Elite 150*

The Elite 150 is for entry level riders over 130 pounds to learn and excel on. With the increased flexibility, especially in the nose of the board, the 150 can handle bumps and powder with ease. Designed for the beginner to intermediate snowboarder. Has beveled edges and reinforced binding areas. Extruded Polyethylene base. Colors: Yellow, pink, black, white.

Sugg. Retail: 299.00 w/Burton Binding /Burton Variplate Bindings optional

Sims Pocketknife 1440*

This mini version of the Switchblade is designed for the rider under 110 pounds. A special easily attached insert is available for adapting binding to feet smaller than men's size 7. Colors: Red or white.

Sugg. Retail: 349.00 w/Sims Ultimate Bindings. (Elfgun Plate bindings optional)

Burton Woody 135*/145

Both models are flat bottom boards designed for younger backhill riders, and although they perform well on packed snow, they are not designed for ski area use.

Sugg. Retail: 159.00*/199.00 w/ Burton Bindings

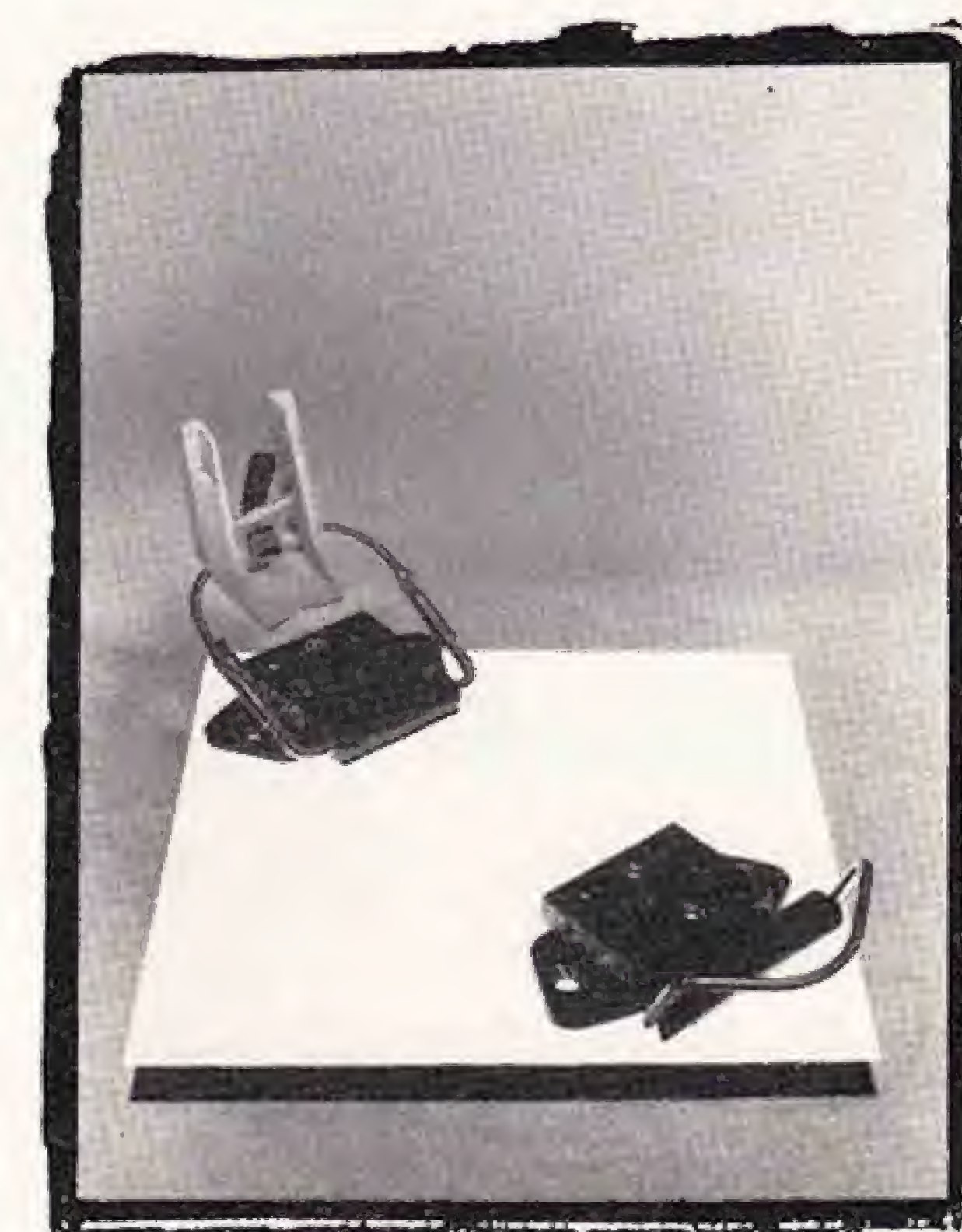
Burton Elite 130*

Burton specifically tightened the stance and significantly loosened the flex pattern to make it ideal for smaller, lighter riders under all snow conditions. The beveled edges allow kids 12 and under the chance to learn snowboarding with minimum difficulty. Reinforced binding areas. Extruded Polyethylene base. Colors: Yellow, blue, and red.

Sugg. Retail: 249.00* w/Burton Bindings(smaller buckles available, also Burton Variplate Bindings)



Photo: Scott Pauly



Elfgem Plate Binding

* Pictured

GLIDE 1988 GUIDE

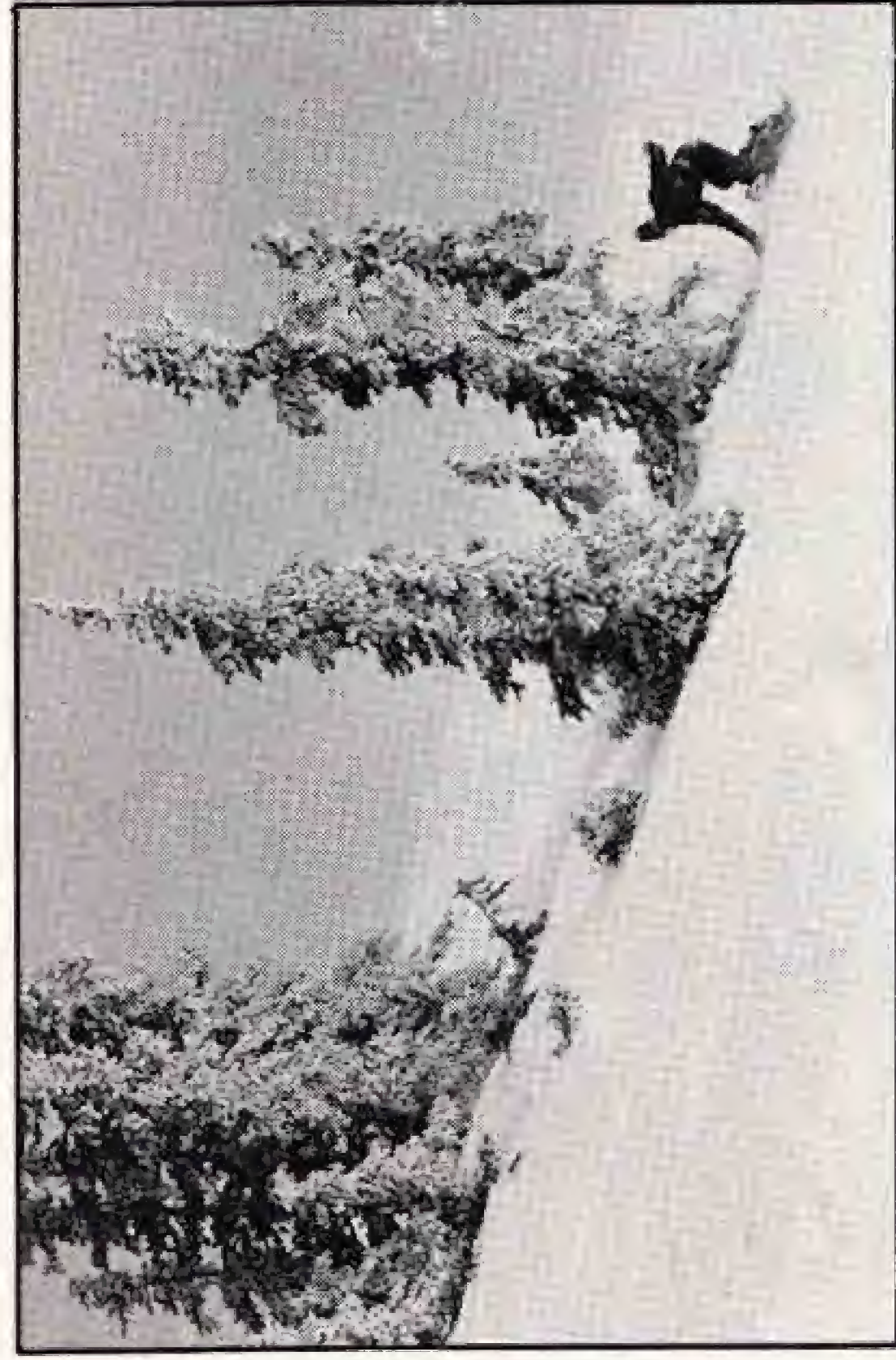


Photo: Bud Fawcett

MODEL	SIZE/ WT/LBS. TOP CM		TAIL TAIL EDGES PURPOSE			
	CM		SHEET KICK			
<i>Sims Blade 2010</i>	210	10.23	ABS	SQ	L	S DH
<i>Flite Weapon</i>	200	9.25	ABS	SQ	M	VC DH
<i>GNU Race Room</i>	176-213 6.60-up ABS Custom					
<i>Burton Safari</i>	185	10.0	ABS	SQ	L	SS DH/GS
<i>Sims Blade 1810</i>	181	9.75	ABS	SQ	L	S GS
<i>Snowtech Aero</i>	180	8.35	FL	SQ	L	SS DH
<i>Avulanche Accel</i>	180	12.5	ABS	SQ	L	CS GP
<i>Flite Weapon</i>	180	8.3	ABS	SQ	L	VC DH
<i>GNU Hypercarve</i>	176	8.5	ABS	RT	M	VC SL
<i>Burton Safari</i>	175	9.75	ABS	SQ	L	SS GS/GD
<i>Hooger Booger Comp</i>	175	9.75	NA	AS	L	SS DH/GS
<i>Barfoot Twin Tip</i>	171	10.0	EP	TT	F	SS FS/GP
<i>Snowtech Pulsar</i>	170	7.6	FL	SW	L	SS SL/GP
<i>Winterstick Radl Plus</i>	170	7.38	FE	RD	F	CS FS/GP
<i>Flite UFO Slalom</i>	170	8.1	PT	SW	L	VC SL/GP
<i>Kemper Aggressor</i>	170	8.0	ABS	SQ	L	SS GP
<i>Snowtech Jazz</i>	168	7.85	FL	RD	F	SS FS
<i>Sims Ultimate 1700</i>	167	9.90	ABS	SW	L	S GS/GP
<i>GNU Hypercarve</i>	166	8.0	ABS	RT	M	VC SL
<i>GNU Antigravity</i>	168	7.5	EP	RT	F	SS FS/GP
<i>Winterstick Freestyle</i>	166	9.13	FE	RS	F	CS FS/GP
<i>Burton Cruiser</i>	165	9.75	ABS	SW	L	VC GP
<i>Winterstick Swallow</i>	165	7.0	FE	SW	N	CS GP
<i>Sims Switchblade</i>	163	7.99	ABS	RS	F	S GP
<i>Sims Blade 1710</i>	162.5	9.0	ABS	SQ	L	S GS/SL
<i>Flite Predator</i>	163	7.9	ABS	RS	F	VC FS/GP
<i>Hooger Booger Freestyle</i>	162	10.25	NA	RS	F	SS FS/SL
<i>Barfoot Freestyle</i>	161	9.25	EP	RF	F	SS FS/GP

<i>Storm Bds. Vari. shredder</i>	161	8.8	EP	TT	F	CS FS/GP
<i>Burton Air</i>	161	9.0	ABS	RD	F	SS FS/GP
<i>Barfoot Twin Tip</i>	161	9.25	EP	TT	F	SS FS/GP
<i>Snowtech Pulsar</i>	160	7.4	FL	SW	L	SS SL/GP
<i>Sims Freestyle Kidwell</i>	160	9.64	ABS	RD	F	S FS
<i>Kemper Rampage</i>	160	7.75	ABS	SQ	L	SS GP
<i>Flite UFO Slalom</i>	160	7.75	PT	SW	L	VC SL/GP
<i>Avulanche Flex</i>	160	11.5	ABS	SQ	L	CS GP
<i>Snowtech Jazz</i>	158	7.65	FL	RD	F	SS FS
<i>GNU Antigravity</i>	156	7.13	EP	RT	F	SS FS/GP
<i>Flite Wavehog</i>	153	7.5	ABS	RS	F	VC FS/GP
<i>Barfoot Freestyle</i>	151	8.5	EP	RF	F	SS FS/GP
<i>Avulanche Sport</i>	150	8.25	ABS	SQ	L	CS GP
<i>Snowtech Pulsar</i>	150	6.9	FL	SW	L	SS GP
<i>Hooger Booger Boogie</i>	150	8.13	NA	RS	L	SS GP
<i>Flite Rocket S-2</i>	150	NA	ABS	SW	L	VC GP
<i>Crystal Ocean Bomber</i>	150	7.5	ABS	SQ	L	CS FS
<i>Burton Elite</i>	150	8.0	ABS	SW	L	VC GP
<i>Burton Woody</i>	145	9.8	ABS	SW	N	NA BH
<i>Sims Pocket Knife</i>	144	7.0	ABS	RS	F	S GP
<i>Barfoot Freestyle</i>	141	7.5	EP	RF	F	SS FS/GP
<i>Avulanche Sport-mini</i>	140	7.25	ABS	SQ	L	CS GP
<i>Flite Rocket S-2</i>	140	7.8	ABS	SW	L	VC GP
<i>Burton Woody</i>	135	9.5	ABS	SW	N	NA BH
<i>Burton Elite</i>	130	5.6	ABS	SW	L	VC GP

ABBREVIATIONS

Topsheet	
FE:	Fiberglass-Epoxy
FB:	Fiberflight
ABS:	Acrylo-nitrile Butadiene Styrene
PT:	P-Tex
EP:	Epoxy
Purpose	
GS:	Giant Slalom
SL:	Slalom
DH:	Downhill
FS:	Freestyle
GP:	General Purpose/Powder and Hardpack
BH:	Backhill Only

Tail Design	
RD:	Roundtail
RS:	Round-Square Tail
SQ:	Squaretail
TT:	Twin Tip
SW:	Swallowtail
AS:	Asymmetrical
RF:	Rounded Fishtail

Tail Kick	
L:	Light or Slight Kick
M:	Medium Kick
F:	Full, Hyper, or Radial Kick
N:	No Kick

Base	
CAM:	Cambered
ROC:	Rockered
DC:	Double Cambered
CC:	Channel Cambered
Edges	
CS:	Cracked or Segmented Steel
SS:	Solid Steel
VC:	Vari-Cambered
S:	Standard
Plate Bindings	
O:	Optional from Board Manufacturer
S:	Supplied as Standard Binding

PLATE BINDGS	NOSE GUARD	TAIL GUARD	BASE PRICE	CONSTRUCTION NOTES	
0		✓	CAM	460.00	Vertical Laminated Maple-Fiberglass-Epoxy (FE)
0	✓	✓	CAM	439.00	Vertical Lam Hardwood-FE w/ABS sidewalls
NA	Custom				Composite or Vert. Lam w/Graphite/Urethane
0	✓	✓	CAM	399.00	Composite Sandwich w/Vert. Lam Hardwood
0		✓	CAM	440.00	Vertical Laminated Maple-(FE)
0	✓	✓	CAM	419.95	Vert Lam Core w/Kevlar-Glass w/ABS Sidewalls
S	✓	✓	CAM	399.95	Vertical Lam Hardwood w/ABS Sidewalls
0	✓	✓	CAM	439.00	Vertical Lam Hardwood-(FE) w/ABS sidewalls
NA	✓	✓	CAM	425.00	Polyurethane Core/Torsion Box w/Epoxy Sidewalls
0	✓	✓	CAM	399.00	Composite Sandwich w/Vert Lam Hardwood
S	✓	✓	CAM		
0	✓	✓	CAM	379.99	Laminated Hardwood w/(FE) Reinforcement
0	✓	✓	CAM	359.95	Vert Lam Core w/Kevlar-Glass w/ABS Sidewalls
NA	✓	✓	CAM	319.00	Foam Core/Fiberglass Wrap
0	✓	✓	CAM	419.00	Vertical Lam Hardwood-(FE) w/ABS Sidewalls
S,0		✓	CAM	NA	Vert Lam Hardwood Core w/(FE) Wrap
0	✓	✓	CAM	379.95	Vert Lam Core w/Kevlar-Glass w/ABS Sidewalls
0	✓	✓	ROC	379.00	Horizontal Maple Laminata-(FE)
NA	✓	✓	CAM	425.00	Polyurethane Core/Torsion Box w/Epoxy Sidewalls
NA	✓	✓	CAM	325.00	Air Polymer Core w/Urethane Sidewalls
NA	✓	✓	DC	369.00	Foam Core/Fiberglass Wrap
0		✓	CAM	319.00	Fiberglass-Foam Core Lamination
NA	✓	✓	CC	329.00	Foam Core/Fiberglass Wrap
0	✓	✓	CAM	399.00	Vertical Laminated Maple-(FE)
0	✓	✓	CAM	389.00	Vertical Laminated Maple-(FE)
0		✓	CAM	379.00	Flat-Lam of Asb/Maple w/(FE) Reinforcement
S	✓	✓	CAM		
0	✓	✓	CAM	379.99	Laminated Hardwood w/(FE) Reinforcement

0		✓	CAM	NA	Maple/(FE) Lam w/Kevlar-Carbon Reinforcement
0	✓	✓	CAM	379.00	Vertical Laminated Hardwood
0	✓	✓	CAM	379.99	Laminated Hardwood w/(FE) Reinforcement
0	✓	✓	CAM	339.95	Vert Lam Woodcore w/Kevlar-Glass w/ABS Sidewalls
0		✓	ROC	379.00	Horizontal Maple Laminata-(FE)
S,0		✓	CAM	NA	Vertical Lam Hardwood Core w/Fiberglass Wrap
0		✓	CAM	419.00	Vertical Lam Hardwood-(FE) w/ABS Sidewalls
S	✓	✓	CAM	389.95	Vertical Lam Hardwood w/ABS Sidewalls
0	✓	✓	CAM	369.95	Vert Lam Woodcore w/Kevlar-Glass w/ABS Sidewalls
NA	✓	✓	CAM	325.00	Air Polymer Core w/Urethane Sidewalls
0		✓	CAM	379.00	Laminated Hardwood w/(FE) reinforcement
0	✓	✓	CAM	379.99	Laminated Hardwood w/(FE) Reinforcement
S	✓	✓	CAM	289.95	Horizontal Lamination/Fiberglass Wrap
0	✓	✓	CAM	319.95	Vert Lam Woodcore w/Kevlar-Glass w/ABS Sidewalls
S	✓	✓	CAM		
0		✓	CC	299.00	Flat-Lam Maple and Epoxy
S	✓	✓	CAM	NA	Hardwood Core w/(FE) Reinforcement
0		✓	CAM	299.00	Fiberglass-Foam Core Lamination
NA			ROC	199.00	Vertical Laminated Hardwood
0			CAM	349.00	Vertical Maple Laminata-(FE)
0	✓	✓	CAM	379.99	Laminated Hardwood with (FE) Reinforcement
S	✓	✓	CAM	289.95	Horizontal Lamination/Fiberglass Wrap
0			CC	299.00	Flat-Lam Maple and Epoxy
NA			ROC	159.00	Vertical Laminated Hardwood
0			CAM	249.00	Fiberglass-Foam Core Lamination

NOTES-All manufacturers listed P-Tex as the principal base(s) for their designs. Warranties were one year for all manufacturers except Kemper Snowboards of Canada who listed three months. Table was constructed from general information supplied to ISM by the manufacturers for the 1988 Snowboard Buyer's Guide and may be changed at the manufacturers discretion. NA: indicates not available from board manufacturer, or information not supplied by manufacturer.

INTERNATIONAL

SNOWBOARD

M A G A Z I N E

September 1988 Vol. 4 No. 1

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'89 GLIDE GUIDE

A BUYER'S GUIDE
TO SNOWBOARDS

U.S. OPEN
STRATTON, VERMONT



1989 GLIDE GUIDE

You are Chairman of the Boards. Gathered before you here are the applicants vying for the position directly beneath you—a very important position, as you well know.

Some of these worthy candidates have been around the globe since snowboarding's inception, carrying the world's best riders to victory, while others are just trying to break into the old-board network. As you can see by their resumé's and portraits on the following pages, they all come from fine upstanding families and are constructed from only the finest materials. Each has its own characteristics, and you will certainly enjoy working with each one: but you must decide which one best suits your needs.

The decision will be difficult. They all have unimpeachable credentials: the best and brightest graphics, sensitive flex, and solid construction (a very important consideration since hopefully you will be riding hard and working it plenty of overtime).

Before making your final verdict, it would be advisable to check with your accountant, as these applicants don't come cheap. But as you know by now, you get what you pay for.

Good luck in your decision making process.

Photos by Michael Llewellyn

*The Keith Haring Room, courtesy of CLVB DV8, San Francisco, CA
Snowboarders: David Volz and Wendy Rosner*





Rider: Michael Nash
Photo: Trevor Graves

A. The Sims 2010 Racing Edge is designed exclusively for super G and downhill racing. The vibration damping layers and the low profile, extremely blunt shovel make the 2010 Edge the ideal speed machine. Not recommended for recreational boarding.

B. The Sims 1810 Racing Edge has been refined during the 87/88 season to deliver maximum edge control at higher speeds and on steep ice and hardpack. Riders over 160 pounds who have over two years riding experience will love this incredibly fun GS cruising board.

* The **Kemper Race 180** accommodates the rider who desires a very fast snowboard and is capable of handling one. More importantly, the Race 180 was designed to hold up in competition, mainly in the GS and downhill events. This is more of a competitive board than a fun board.

C. The Avalanche Accel 180 comes stock with Uniplate bindings and is recommended for experienced riders only. It is ideal for high performance ski resort riding, big air, and the race course. It is stable at all speeds.

D. The Burton Safari Comp III is for the hard-core speed freak or downhill racer. It is not just a race board, though—until you have experienced the thrill of a truly high-speed heelside carve on a long board, you haven't really snowboarded. This is the board for that experience.

E. The Hooger Booger Race is an asymmetrical board for the advanced rider who looks for a super carving, icegripping, high-speed machine that performs as well in GS racing as on the open slopes. It's a nice flexing board with GS sidecut. As a consequence of its squat scoop, the Race has an edge contact on the heel edge (available either regular or goofy) of 152 cm.

F. The Sims Blade 1711 feels shorter than it sounds. For the rider looking for maximum fun carving and acceleration the 1711 delivers. With the added kick tail it can really rip the bumps.

* The **Kemper Aggressor 170**, with a slightly smaller tail than the Rampage, was built for a bigger rider after a little more speed. It has a lot of edge contact, making carving smooth and easy. The Aggressor is a very stable board at all speeds and an excellent board for the intermediate rider who is interested in slalom and downhill events.



Rider: Peter Bauer
Photo: Thomas Hsieh, Jr.

G. The K2 Gyrator 166 was developed for higher speed riding and is most enjoyed by intermediates and experts who really know how to carve turns. Greater torsional rigidity with soft flex makes for easy turns and freestyle moves.

H. Jack's Slasher is designed as an all-around board. Its greater torsional rigidity yet soft flex will appeal to many types of riders. Beginners and freestylers will like the board's soft tip and tail, while slalom riders will appreciate the quick turning responsiveness. GSers will marvel at the smoothness of the Slasher 1666.

I. The Hooger Booger Booster is made for either the serious snowboarder who wants quick turns in all snow conditions, especially hardpack, or for slalom racers with smaller feet. The Booster is a competitive all-around board with easy handling for the advanced rider.

(Note: The asymmetrical shape is a disadvantage in the moguls; therefore the final production model of the Booster will have a symmetrical design.)

J. The Sims 1712 Racing Edge is the high performance racing version of the 1711 Blade. It has a faster base and has added graphite for gate bashing through a tough slalom course.

K. The Gnu Kinetic is the slalom racer's choice. Its easy turn initiation, long edge contact, and high speed control reduce skating out at high speeds. The rider has a "locked in", more natural stance centered over the camber for tight, highspeed, "carving" turns. The Kinetic is recommended as an all-around board for heavy riders.

L. The Look 165 is a high performance slalom board for the intermediate to advanced rider.

M. The Burton Safari Comp II is a light, responsive, and fast slalom and giant slalom board for the racer or advanced rider. The target for the design is the full-sized racer on a slalom or GS course, but the board is equally at home cruising back bowls and glades, or flying straight down a hardpack downhill course.

N. The Avalanche Kick 165 Damian is made for the pipe, but is still at home on the open slopes. The radical sidecut, which is unusual for Avalanche boards, and the soft flex make it very easy for a beginner to maneuver. It is a board for winning world class competitions, but it also allows beginners to have a blast on the first day.

Continued on page 28

1989 GLIDE GUIDE ISM ANNUAL REPORT



A. SIMS Racing Edge 2010



B. SIMS Racing Edge 1810



C. AVALANCHE Accel 180



D. BURTON Safari Comp III



E. HOOGER BOOGER Race



F. SIMS Blade 1711



G. K2 Gyrator 166



H. JACK'S Slasher 166.6



I. HOOGER BOOGER Booster



J. SIMS 1712



K. GNU Kinetic 168



L. LOOK 165



M. BURTON Safari Comp III



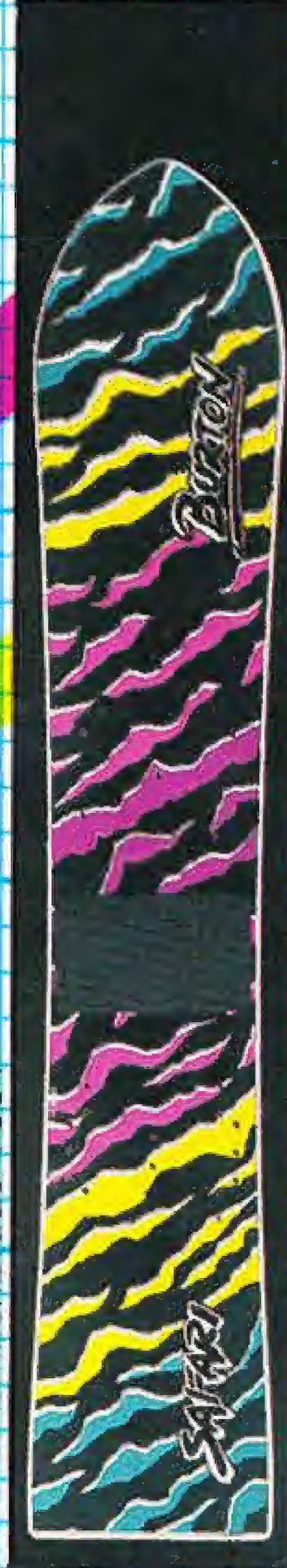
N. AVALANCHE Kick 165



O. STORM Cyclone 163



P. SIMS Switchblade 1631



Q. BURTON Safari Comp III



R. SIMS 1/2 Pipe 1625



S. BAREFOOT 161 Twin Tip Freestyle



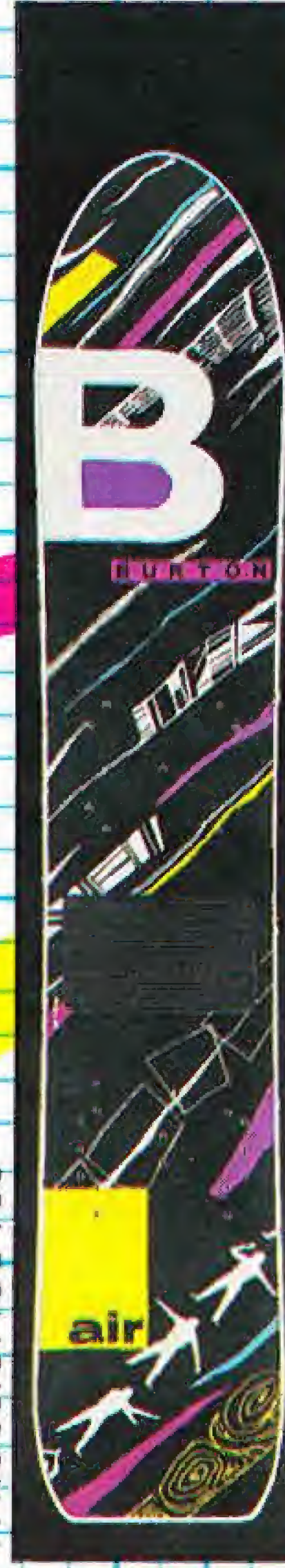
T. STORM Shredder 163



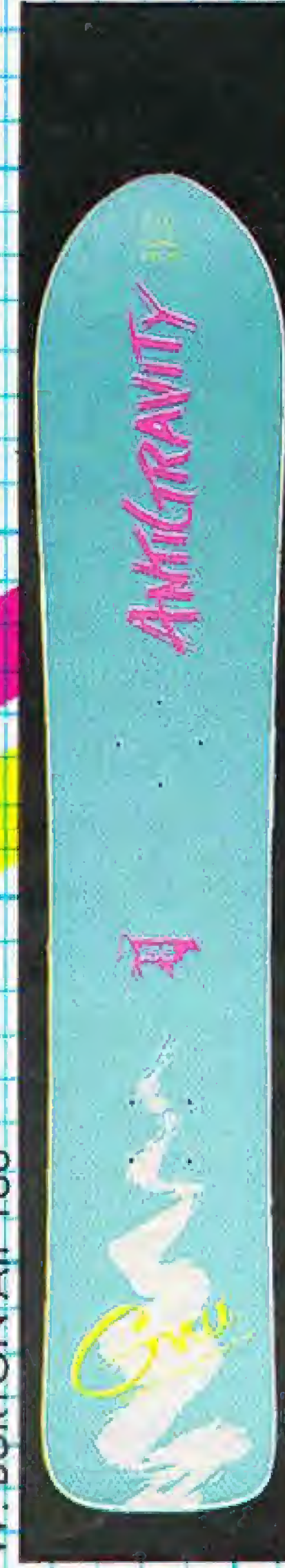
U. BURTON Cruise 165



V. ROSSIGNOL 160



W. BURTON Air 160



X. GNU Antigravity 156



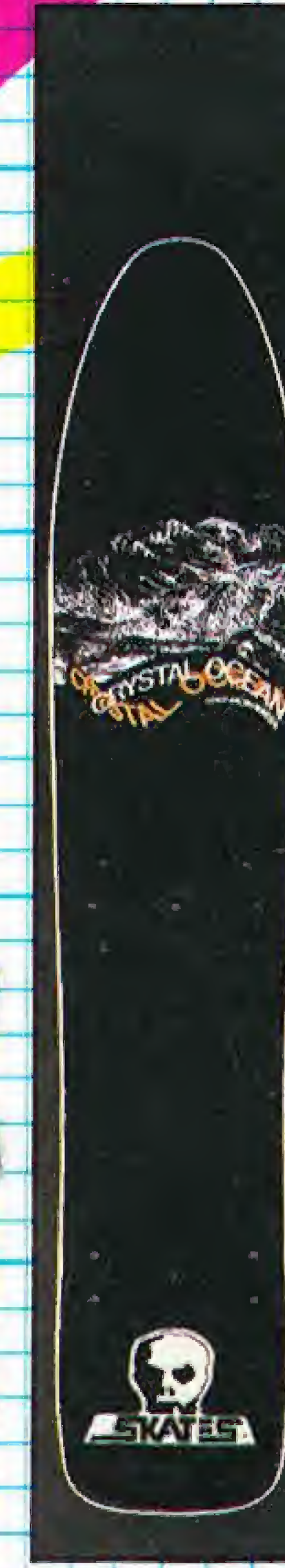
Y. HOOGER BOOGER Life Wave



Z. GLISSADE 160 FreesMer



a. K2 Gyrator HP 152



b. SKULL-SKATES Crystal Ocean 150 Bomber



c. NECTAR 150



d. BURTON Cruise 155



e. RME New Move



f. AVALANCHE Kick 145 Mini



g. SIMS Shredder 1450



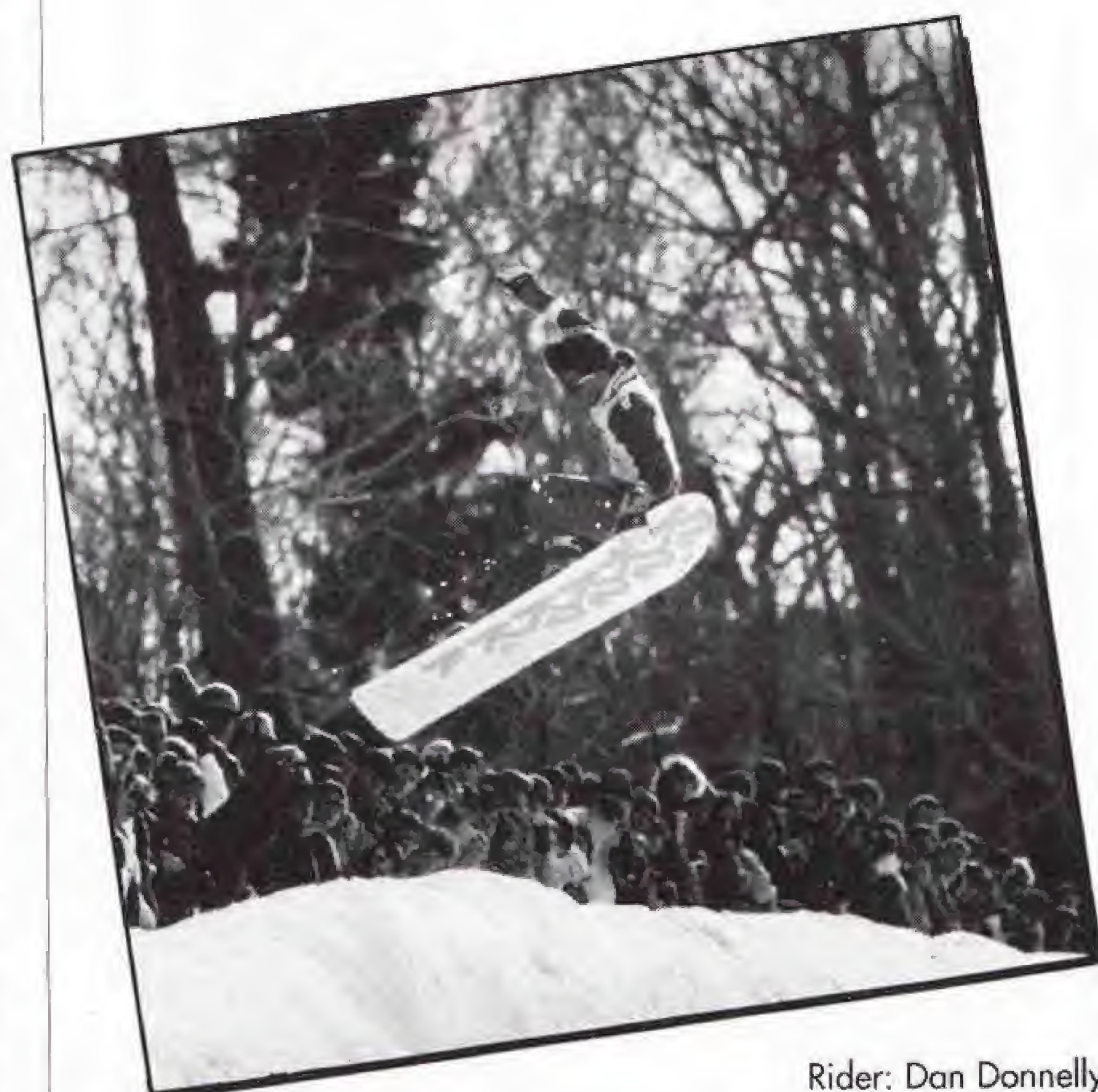
h. BLACK Snow Edge



i. BURTON Cruise 135



Continued from page 25



Rider: Dan Donnelly
Photo: Thomas Hsieh, Jr.

O. The Storm Cyclone 163 fits the bill for the rider who wants to ride hard and fast. It is an excellent all-around cruising board suitable for slalom and GS. It is easy to turn and the edges won't catch.

P. The Sims Switchblade 1631 is constructed to give even more riding performance, but now the model meets incredible durability standards applied in the Sims' factory. Made for riders of all abilities: truly an ATV (All Terrain Vehicle).

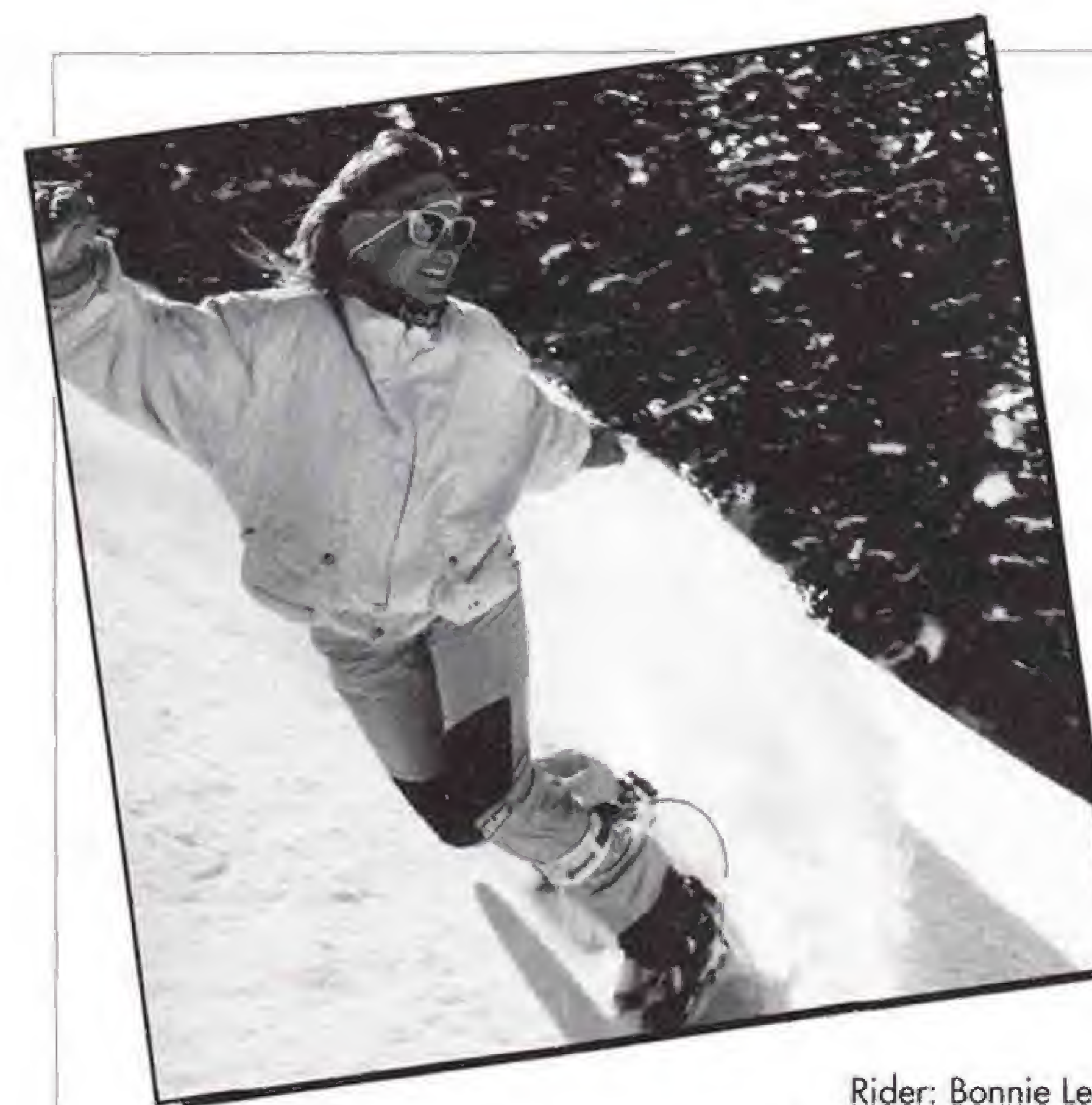
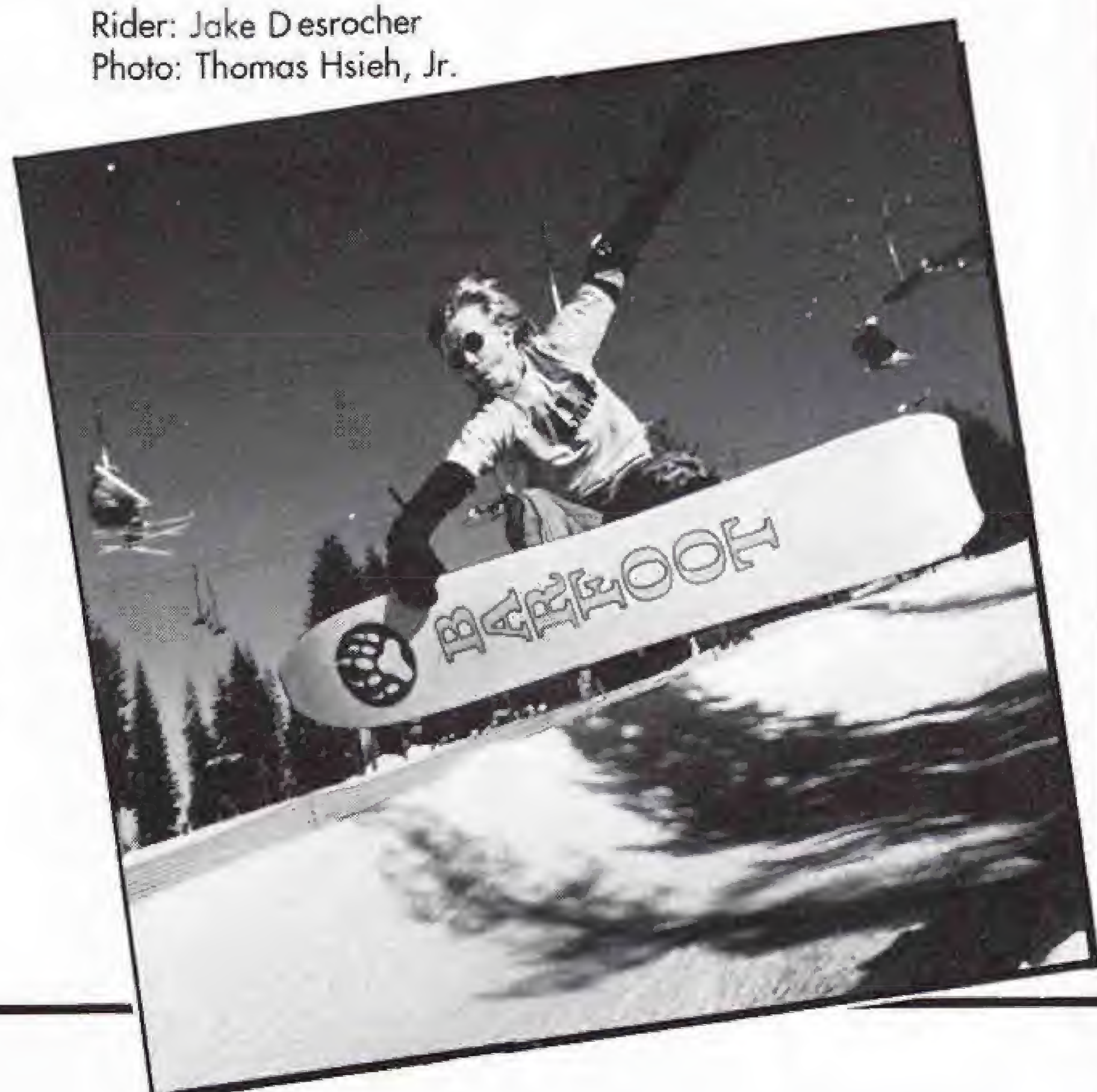
Q. The Burton Safari Comp I is for the advanced rider or racer who is under 165 pounds and has feet smaller than size 11. The board will carve very clean, tight lines in any snow condition and is optimized for slalom racing. The long edge contact combines with minimal nose and tail weight for a very responsive, precise carve.

R. The Sims 1/2 Pipe 1625 is a great pipe board yet it shreds varied open slopes including powder, bumps, crud, hardpack, and ice. It's also a great learning board because it's so easy to turn.

* The **Kemper Freestyle 165** was made for the aggressive rider. This board is not only awesome in halfpipes but also performs in moguls and free riding. This is a fun board for any level of rider.

S. The Barfoot 161 TwinTip Freestyle has a unique "2/3rds Camber" which allows the board to have both the freedom of a rockered board and the control of a cambered board. When looking at the side profile of most snowboards, you'll notice that the nose lift begins exactly where the camber begins. On these Barfoot boards, a flat spot separates the two points where the nose lift and camber begin. This flat spot allows for a very maneuverable nose that the rider can push around without worrying about hanging up.

Rider: Jake Desrocher
Photo: Thomas Hsieh, Jr.



Rider: Bonnie Leary
Photo: Christian Schneider

T. The Storm Shredder 163 (153 also available) is tailored to the needs of the expert halfpipe rider, but the beginner will also find it very easy to ride. The twintip design allows a wider variety of tricks in the halfpipe and bumps without the tail catching.

U. The Burton Cruise 165, as with the 155, is a board all levels of riders can enjoy. It floats softly in powder but can still take the abuse of big air in an icy halfpipe. The size and flex are ideal for riders over 140 pounds or those who are aggressive on the edge, but the board will accommodate all ability levels.

* The **Nortech Rebel** (available in 163, 153, and 143 cm) is built for beginners and intermediates. It's easy to ride and control, and adapted to all snow conditions. Specially designed for halfpipe and moguls.

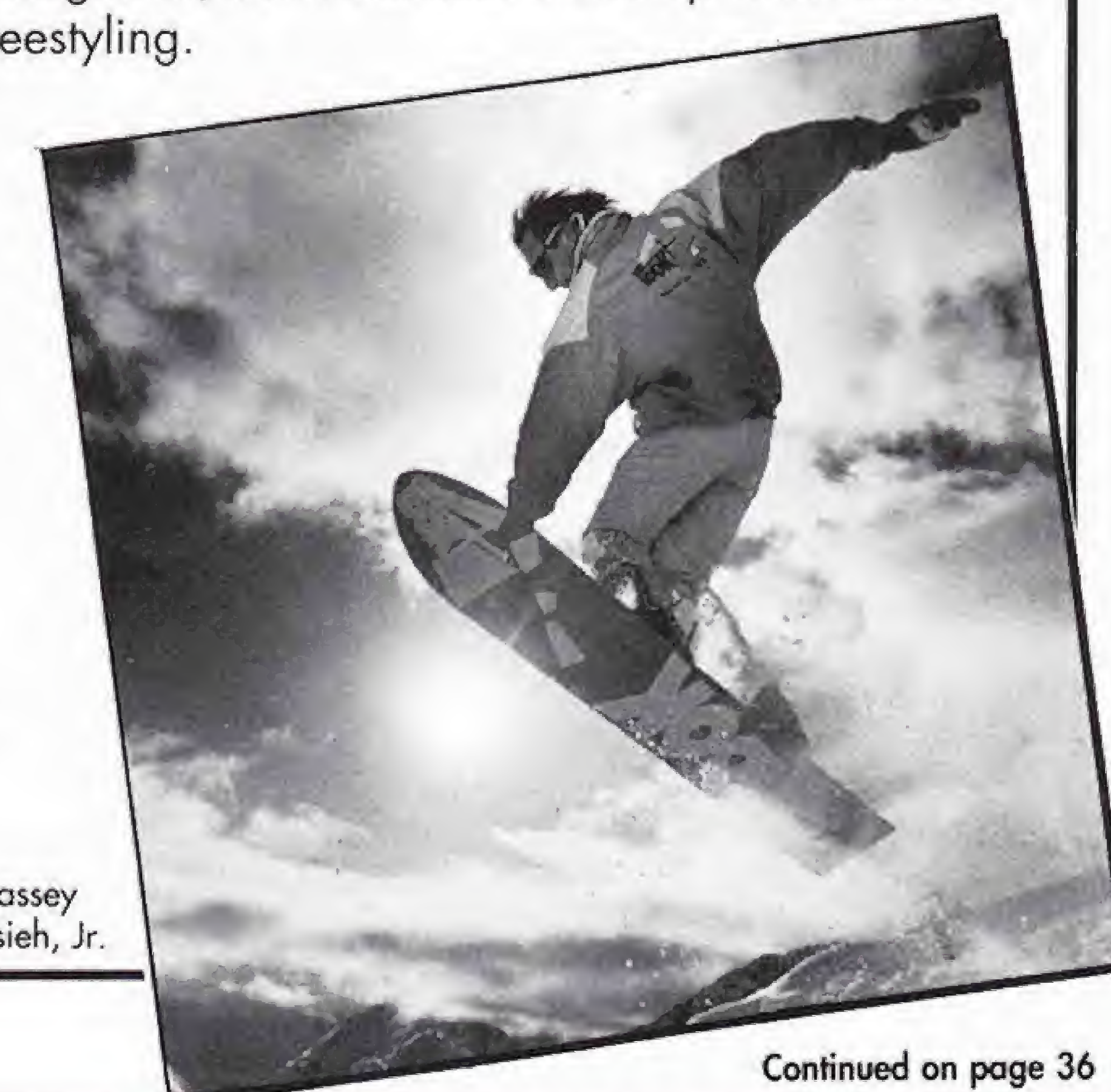
V. The Rossignol 160 is V shaped for ease of initiation, wide tip for floating in deep snow and

soft tail for easier turning on hard snow. It's a board for the all terrain rider seeking deep snow, crud, hard pack, and an occasional slalom competition.

* The **Kemper Rampage 160** is the perfect all-around board for most levels of riders. It's a great length—long enough to be stable at high speeds but short enough to throw around when necessary. The deep side cut and kick tail make it very responsive in the halfpipe, moguls and even the slalom course.

* The **Nortech Tectonic** (available in 160, 150, 140 cm) is designed for beginners and intermediates. It's easy to ride and control, and adapted to all snow conditions. A very versatile board.

W. The Burton Air 160 has a radial sidecut and slight camber so the board can carve a turn on hardpack, and with the variable flex and kicked tail it can also shred the pipe. New lighter design than last year with more flexible tip and tail makes the board easier to maneuver for freestyle tricks. This is the board for the all-around and freestyle rider. Soft variable flex makes it forgiving for a beginner, but it will also stand up to the hardest freestyling.



Rider: Antoine Massey
Photo: Thomas Hsieh, Jr.

Continued on page 36

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ALL KIDDING ASIDE, THIS YEAR'S GLIDE GUIDE IS FULL OF VALUABLE INFORMATION SO YOU CAN BE THE MOST INFORMED CONSUMER OUT THERE. WE'VE SHOWN NEARLY EVERY BOARD AVAILABLE IN NORTH AMERICA THIS YEAR—90 DIFFERENT MODELS FROM 23 DIFFERENT MANUFACTURERS. WITH OUR CHART YOU CAN SIFT THROUGH

ALL THE INFORMATION, MISINFORMATION, AND JUST PLAIN OL' BULL THAT'S OUT THERE TO FIND THE BOARDS THAT FIT YOUR NEEDS. WE DON'T WANT YOU TO GET STUCK WITH AN IRONING BOARD OR OLD DOOR; THOSE DAYS ARE LONG OVER. SO TAKE THE GUIDE AND LOVE IT, LIVE IT, BE IT!

"STEP A LITTLE CLOSER,

SONNY, YOU CAN'T GET A GOOD VIEW FROM THERE. C'MON NOW, I DON'T BITE. HOW YOU GONNA CHOOSE ONE FROM THERE? YA KNOW, I GOT JUST THE BOARD FOR YOU. HOW 'BOUT DAY-GLO PINK, OR MAYBE BLACK'S YOUR COLOR? YOU SAY YOU DON'T CARE WHAT COLOR? WHAT A SHAME, I HAVE A BOARD THAT WOULD MATCH YOUR JACKET PERRRRFECTLY.

"WHATS'AT? YOU WANT A BOARD WITH GENEROUS SIDECUT, FORGIVING FLEX, AND A KICK TAIL FOR RIDING FLAKE? OH, RIGHT, FAKEY. I KNEW THAT. KID, YOU SURE THAT'S WHAT YOU WANT? LET ME SHOW YOU THIS GEM OVER HERE, USED ONLY BY A LITTLE OLD LADY TO IRON HER HUSBAND'S BOXER SHORTS. TOO STIFF? WELL, MAYBE IT IS, HE DID COMPLAIN ABOUT HOW MUCH STARCH SHE USED. HERE... WHAT ABOUT THIS CUSTOM PLANK THAT DOUBLES AS A BEDROOM DOOR! BY GEORGE, IT IS A DOOR. REMIND ME TO TALK TO THE BUYING OFFICE ABOUT THAT.

"WELL KID, I CAN SEE YOU'RE A DISCERNING SHREDDER WITH AN EYE FOR QUALITY. I WANT YOU TO KNOW I ONLY BRING THIS BOARD OUT FOR PREFERRED CUSTOMERS LIKE YOU. THIS BOARD'S GOT YOUR NAME WRITTEN ALL OVER IT. IT COMES WITH EVERYTHING YOU NEED—KEVLAR, SHEVLAR, POLYETHYLENE, POLYPROPYLENE, POLYESTER, AUNT ESTER, SIDE FLEX, REAR FLEX, FLEX FLEX, AND A COMPLETELY CONDITIONAL TWENTY MINUTE GUARANTEE. DON'T MIND ALL THOSE ZEROS ON THE PRICE TAG. YOU KNOW WHAT THEY SAY—"YOU GET WHAT YOU PAY FOR."

33. Storm Shredder



34. Sims 1635 Kidwell



35. Sims 1625 Half Pipe



36. Black Snow PS 162



37. Crazy Banana Mr. Rock-It



38. Hot "One Sixty"



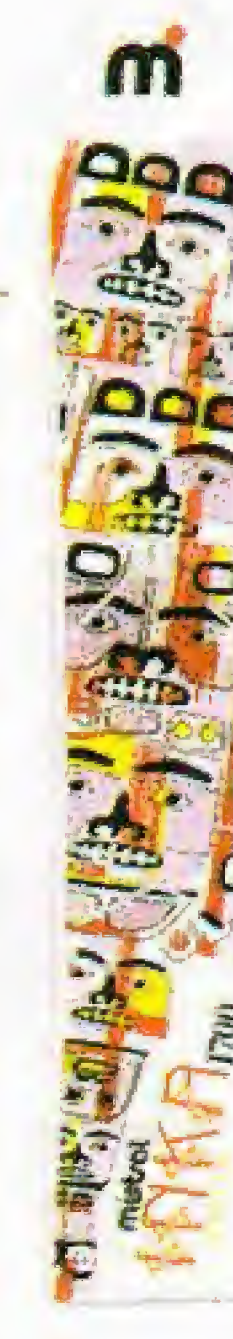
39. Burton Craig Kelly Mystery Air



40. Burton Air



17. Mistral Inka



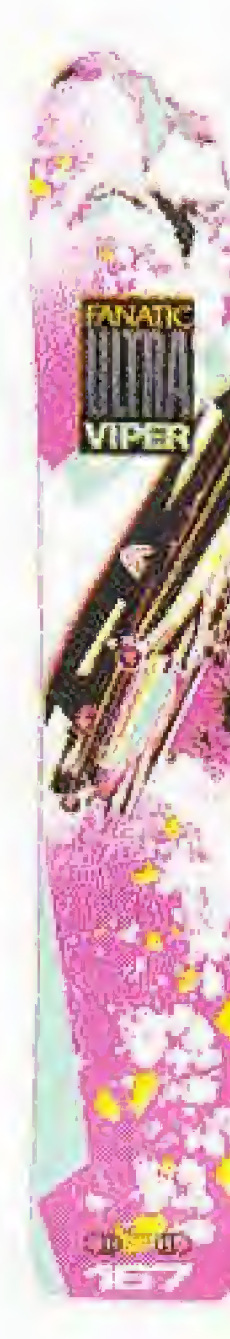
18. RMF Escape



19. Burton M6



20. Fanatic Viper



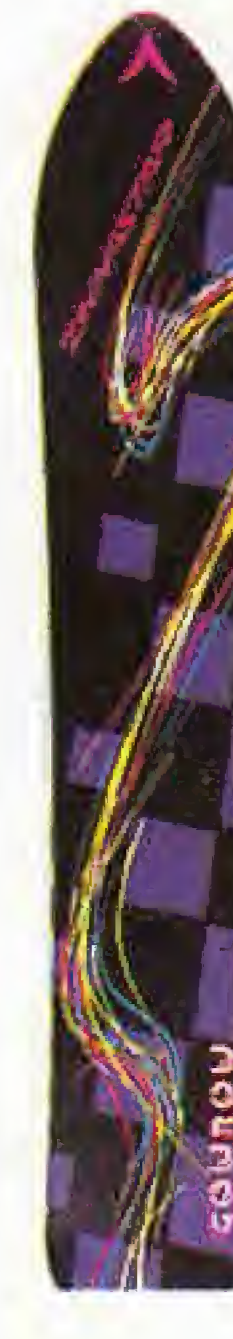
21. Crazy Banana Voodoo



22. K2 TX



23. Dynastar Gourou



24. RMF Terminator



1. Gnu Race Room



2. Kemper Bullet



3. Burton M8



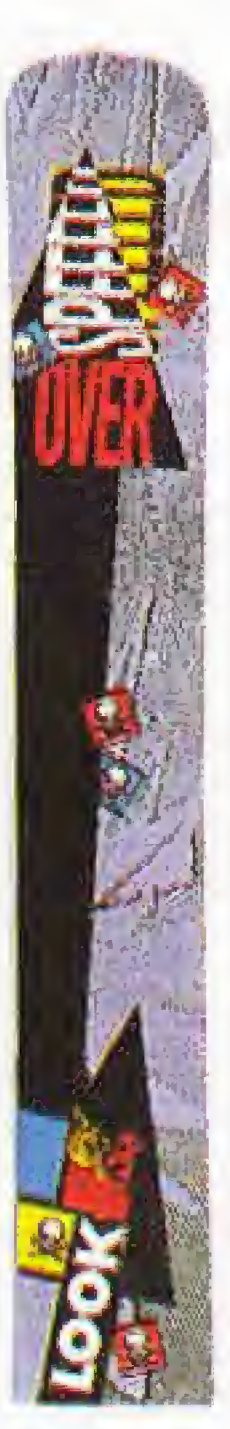
4. RMF Raven



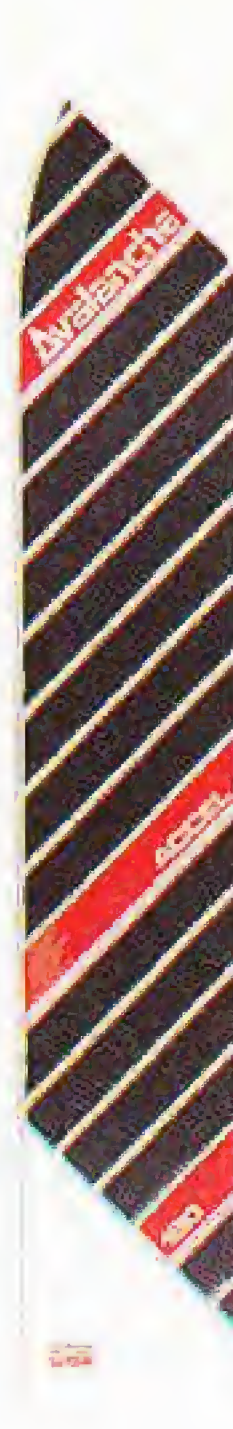
5. Door "Slammer"



6. Look Over Speed



7. Avalanche Accel 180



8. Hot Revolution 175



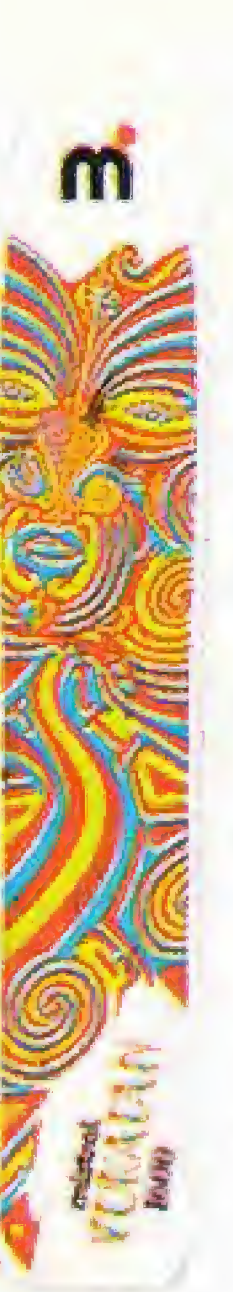
41. Sims 1610 Blade



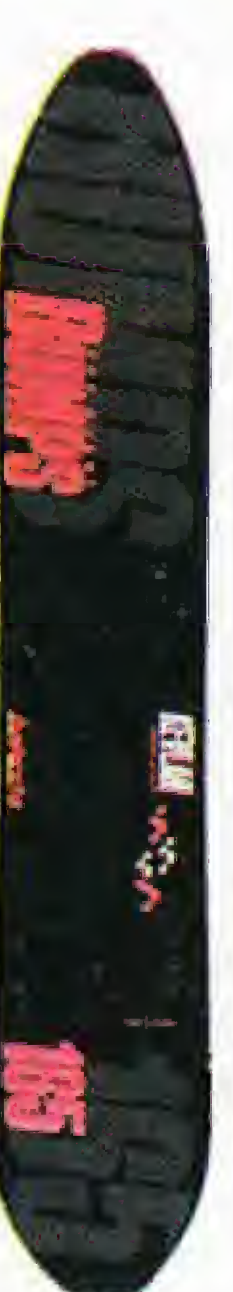
42. Sims 1610 Blade Narrow



43. Mistral Yukatan



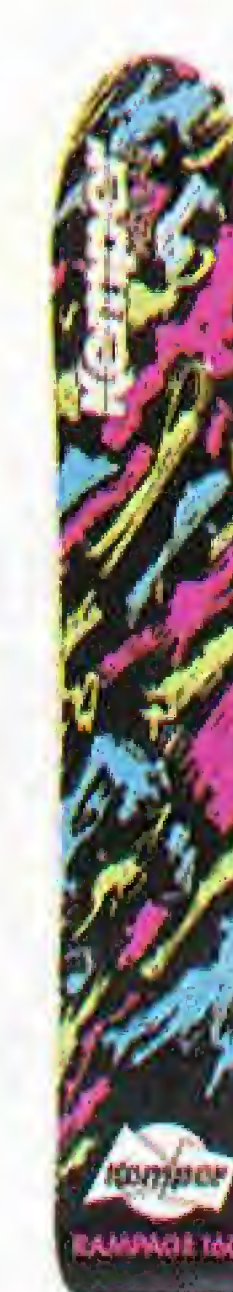
44. Avalanche Bumps 165



45. Avalanche Damian 165



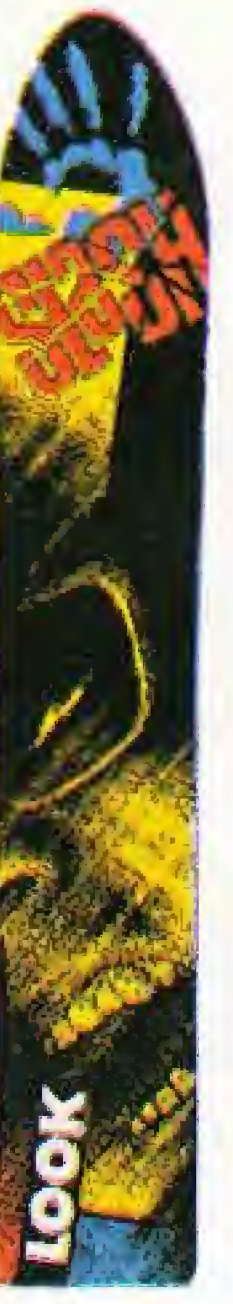
46. Kemper Rampage 160



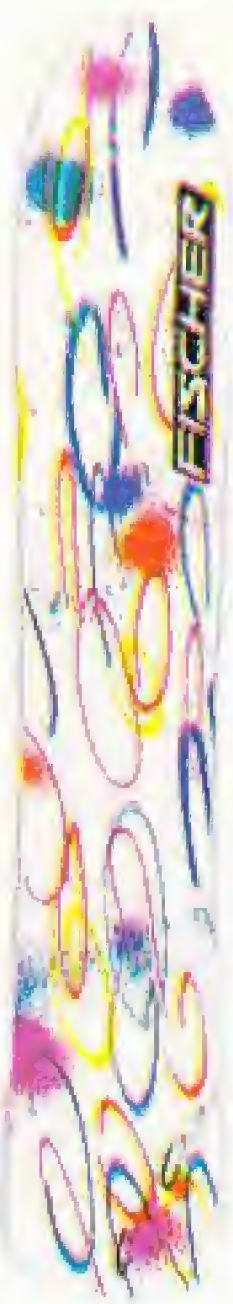
25. Hot Revolution 165



26. Look Slash



27. Fischer Crazy Circle



28. Storm Cyclone



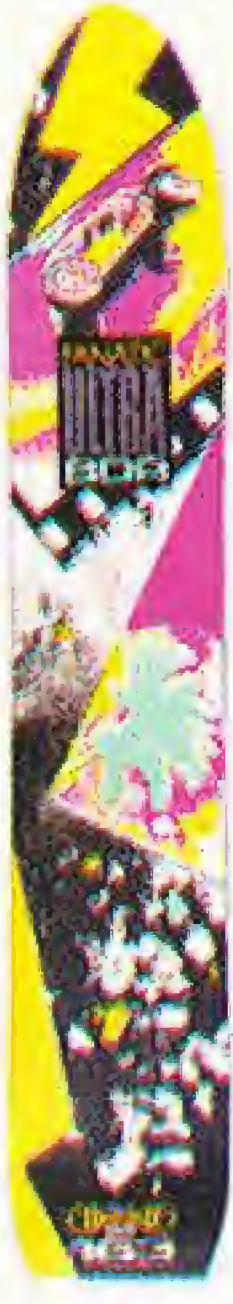
29. Mistral Aztec



30. Look XS 65



31. Fanatic Boa



32. Summit 160



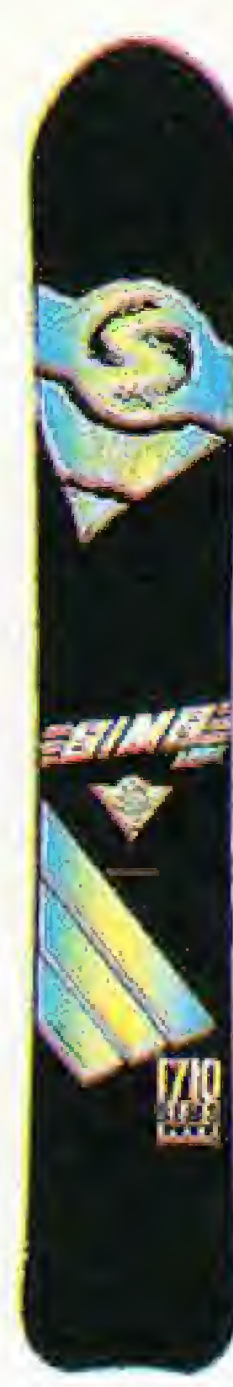
9. Summit 180



10. Fanatic Mamba



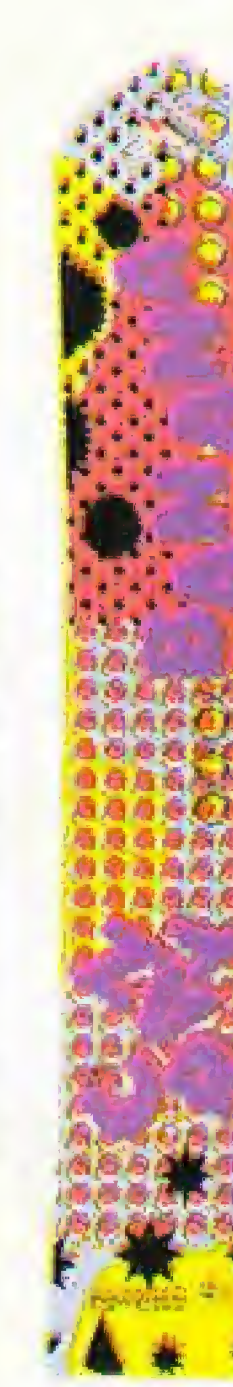
11. Sims 1710 Blade



12. Storm Cyclone



13. Crazy Banana Espresso



14. Kemper Aggressor Comp



15. Burton PJ



16. Gnu Kinetic



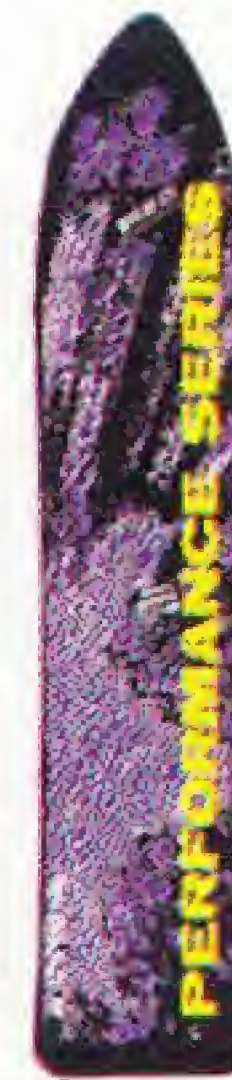
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77. Look XS 40



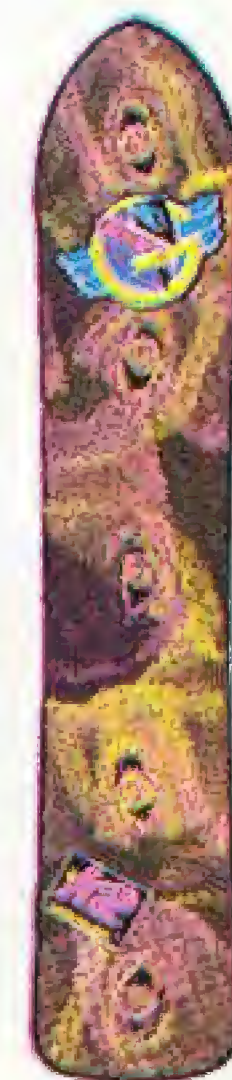
78. Black Snow PS 135



79. Black Snow Master



80. K2 G Force



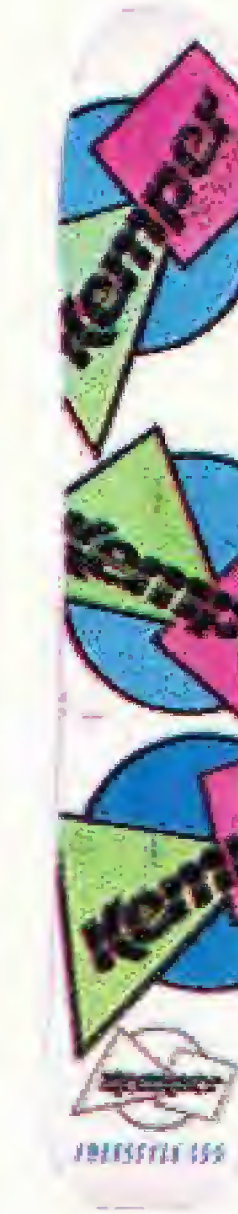
81. Storm Monster



82. Burton Free 3



62. Kemper Freestyle 155



63. Gnu Concept



64. Gnu Vertigo



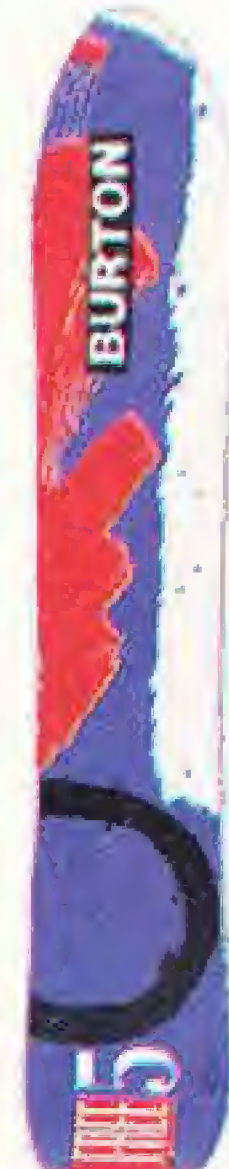
65. Sims 1510 Blade



66. Aunt Ester "Steamer"



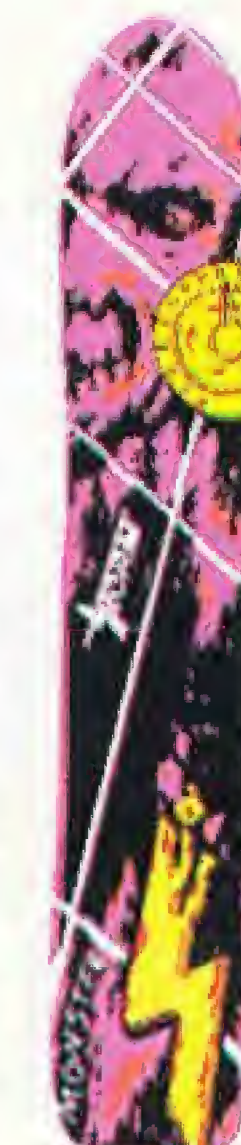
67. Burton Free 5



68. RMF New Move



69. Storm Monster



47. Hot "One Sixty Free"



48. Barfoot 1/2 Pipe



49. Crystal Ocean 160 Bomber



50. Burton Free 6



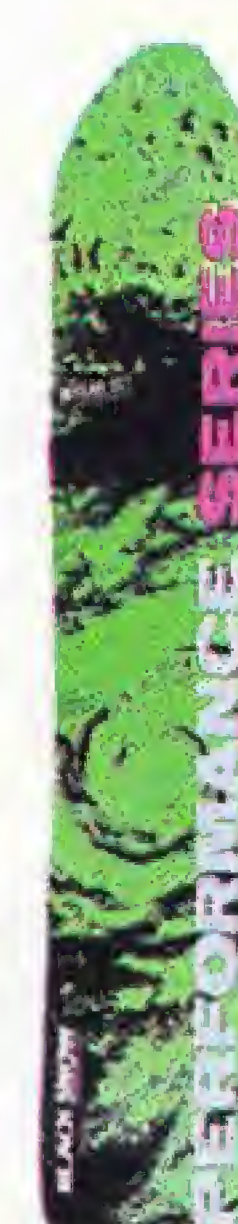
51. Look LaMar Freestyle



52. Gnu Anti Gravity



53. Black Snow PS 157



54. Look Bump Stick



83. Sims 1325 Freestyle



84. Ground Zero Hot Shot



85. Hot Youf



86. Black Snow Super Mogul



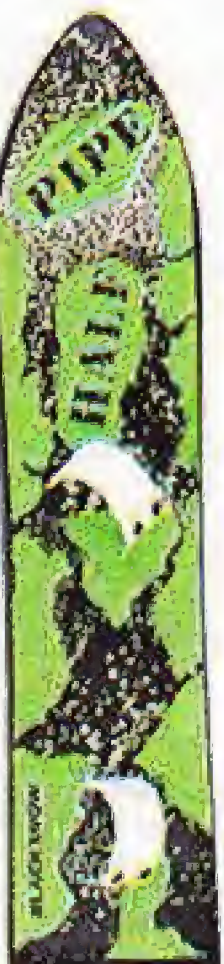
87. Black Snow Legend



88. Black Snow Mogul Monster



89. Black Snow Half Pipe



90. Snurfer Freestyle



70. Black Snow PS 145



71. Black Snow Edge



72. Gnu Kaos



73. Avalanche Mini Kick



74. Ground Zero Shock Wave



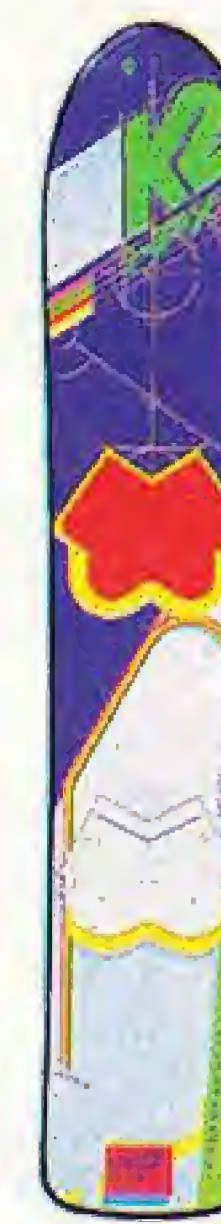
75. Look LaMar Trick Stick



76. Sims 1445 Freestyle



55. K2 HPX



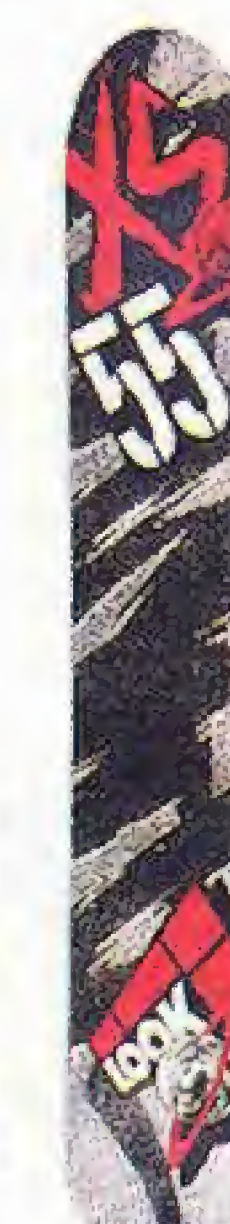
56. Burton M5



57. Storm Shredder



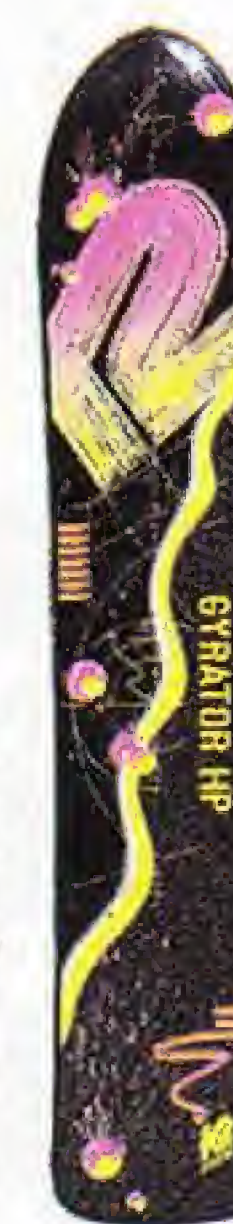
58. Look XS 55



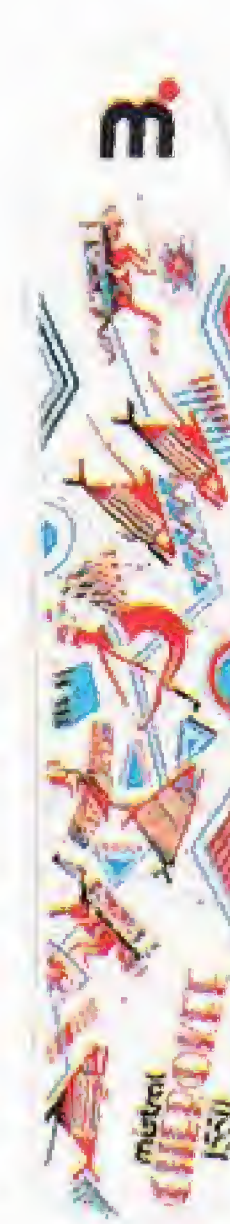
59. Crazy Banana Chili Willi



60. K2 Gyrator HP



61. Mistral Cherokee



NON SKI AREA BOARDS

Manufacturer and Model	Length (cm)	Classification	Rider Profile	Rider Weight (lbs.)	Edge Contact (cm)	Side Cut (cm)	Bevel (degrees)	Camber (cm)	Core Material	Other Construction Materials	Stance (cm or V=variable)	Weight w/out Bindings	Price (U.S. \$, B=blank, C=complete)
*Summit 200	200	GS	Ad	150+	180.4	2.5	1.7	1	W	G,U	V		\$429 B
1. Gnu Race Room	178	GS	Ad		145	1.8	0.8	.8	F		45.7	8	\$389 C
2. Kemper Bullet	180	GS	Ad	140+	161.5	1.4	0	2	W	K,A	V	9.75	
3. Burton M8	179	GS	Ad	140+	152	1.8	0	1.5	W	G,A,R	V	9	\$499 C
4. RMF Raven	180	GS	In,Ad	140+	152.4	1.6	2.4	1.3	W		43	9.5	\$420 B
*K2 XRS	177	GS	Ad	130+	146	1.4	0	.88	F	K,G	V	10.5	\$459 C
5. Door "Slammer"	Big	Ol	Slb	Of	Wd	0	0	0	W	Uprt		Hvy	\$99 B
*Crazy Banana 2 Fast 4 U	177	Ar	In,Ad		142	2			W,G	A	V	9.9	\$488 C
6. Look Over Speed	175	Sl,GS	Ad	130-200	155				W,G		V	9.8	\$380 B
7. Avalanche Accel	180	GS	Ad	150-250	133	.4	1	.6	G,C	A	V	11	\$429 C
*Avalanche Bumps 175	175	Ar	In,Ad	120-220	122	.85	1	.85	W	G,K,A,U	V	7.9	\$499 C
*Avalanche Damian 175	175	1/2,Ar	Bg-Ad	100-200	122	.85	1	.85	W	G,U,A	V	7.9	\$449 C
8. Hot Revolution 175	173	GS	Ad	143-187	147.5	1.7	0	1.2	W,G	A	42	13.2	\$450 B
9. Summit 180	180	Sl,Ar	In,Ad	130+	152.4	3.2	0	.8	G	V			\$399 B
*Barfoot Twin Tip Freestyle	171	Sl,Ar	In	160+		1.6	1	.95	W		V		
10. Fanatic Mamba	170	Sl,GS	Ar,Ad			1.75		1.3	FC	R	V	8.9	
11. Sims 1710 Blade	171	GS,Ar	In,Ad	140+	140	1.7	0	1.2	W	G,K,C	V		\$479 C
12. Storm Cyclone	173	GS,Ar	In,Ad	n/a	132	1.3	0	.5	W,G		V		\$499 C
13. Crazy Banana Espresso	170	Sl	In,Ad	140+	152	1.6			W,G	A	V	9.2	\$414 C
*Look LaMar Freestyle	170	1/2,Sl,Ar	In,Ad	120-200	130				F		V		\$305 B
14. Kemper Aggressor Comp	170	Sl,GS	In,Ad	130+	149	1.6	0	1.9	W	K,C,A	V	9.1	
15. Burton PJ	171.5	Sl,GS	Ad	140+	149	2.2	0	1.5	W	A,R	42.7	7.9	\$499 C
16. Gnu Kinetic	168	Ar	In,Ad	140+	135	1.6	0	.6	F		44.5	7.5	\$379 C
17. Mistral Inka	172		In,Ad	130+	145	3.5	0-3	1.5	W	A,C	V	8.	\$599 C
18. RMF Escape	170	Ar	In,Ad	100-225	116.8	1.3	2-4	.63	W		43	9.	\$400 B
19. Burton M6	167	Sl,Ar	In,Ad	140+	137	1.8	0	1.2	W	A,R	V	8.4	\$479C
20. Fanatic Viper	167	Ar	In,Ad	130+	132.5	1.5	0	.8	C		V	8.9	
21. Crazy Banana Voodoo	165	Ar	Bg-Ad	110+	117	1.3			W,F	A,G	V		\$350 C
22. K2 TX	165	Ar	Bg-Ad	130+	132	2.5	0	.76	F	A	V	9	\$399 B
*Kemper Freestyle 165	165	1/2,Ar	Bg-Ad	130+	119.5	1.7	0	1.4	W	K,A	V	9	
23. Dynastar Gourou	165	Sl,GS	Ad	130-200	135	24.5	1.5	1.6	F	G,R	V	9.5	\$325 B
24. RMF Terminator	165	Sl,GS,Ar	In,Ad	100-225	132	1.4	1-4	1.3	W	G	42.5	8.5	\$380B
25. Hot Revolution 165	163	Sl,Ar	In,Ad	100-165	137.5	1.7		1.2	W,G	R,A	V	9	\$430 B

Any information not shown in the chart was not provided by the manufacturer

KEY

Board Classifications: Bg=Beginner, Sl=Slalom, GS=Giant Slalom, 1/2=Halfpipe, Ar=Allround. Rider Profiles: Bg=Beginner, In=Intermediate, Ad=Advanced. Cores: W=Wood, F=Foam, C=Composite, G=glass. Other Construction Materials: C=Carbon Fiber Graphite, K=Kevlar, G=Glass, R=rubber, A=aluminum



Eveline Vuilleumier Photo: Mark Shapiro



Steve Link, Jackson Hole, Wyo. Photo: Bud Fawcett

Manufacturer and Model	Length (cm)	Classification	Rider Profile		Rider Weight (lbs.)	Edge Contact (cm)	Side Cut (cm)	Bevel (degrees)	Camber (cm)	Core Material	Other Construction Materials	Stance (cm or V=variable)	Weight w/out Bindings	Price (U.S. \$, B=blank, C=complete)
			Ar,GS	Ad										
26. Look Slash	165		Ar,GS	Ad	120-200	130				W	G,R	V	12	\$330 B
27. Fischer Crazy Circle	160		1/2,Ar	Bg,In	100-180	93	1.5		2	.5		V	9.7	\$410 B
28. Storm Cyclone	163		Sl,Ar	In,Ad		113	1.25		0	.4		V		\$469 C
29. Mistral Aztec	165		Ar,Sl	In,Ad		139	1.7	0-3	1.7	W	C,A	V	8.4	\$549 C
30. Look XS 65 Slash	165		Ar	Bg,In	120-200	130				W	G	V	9	\$280 B
*Look Grinder	163		Ar	Bg,In						F	F,K	V	8.5	\$199 B
31. Fanatic Boa	163		Bg,1/2	Bg-Ad		112		.8		W	R	V	8	
*Barfoot Freestyle	161		Bg,1/2,Ar	Bg-Ad	130+	N/A	.95	1	.64	W		V		
32. Summit 160	167		Ar	Bg-Ad		124.5	1.3	1.5	.5	W	A	V		\$369B
33. Storm Shredder	163		Bg,1/2,Ar	Bg-Ad		113	1.1	1	.3	W		V		\$469 C
34. Sims 1635 Kidwell	167		1/2	In,Ad	110-190	109	1.2	2	0	W	C,K,G,N	46		\$479 C
35. Sims 1625 Half Pipe	162.5		1/2,Ar	In,Ad	110-190	112	1.32	1.5	.3	W	C,K,G	44		\$459 C
36. Black Snow PS 162	162		Sl	In	120+	135	3.5	0	1	C	K,3	8	10.5	\$249 C
*Crazy Banana Breakout	160		Bg,Ar	Bg-Ad	165+	117	1.1	?	?	F	G,A	V	8.6	\$311 C
37. Crazy Banana Mr. Rock-It	160		Ar	Bg-Ad		110	.7	?		W	G,A	V	9	\$406C
38. Hot "One Sixty"	162		Bg	Bg,In		110	2.3	0		WG	R	43	9.9	\$395 B
39. Burton Craig Kelly Mystery Air	161		1/2	In,Ad	140+	120	1.9	0	.5	W	A,R	V	7.5	\$499 C
40. Burton Air	162		1/2	In,Ad	140+	120	1.7	0	.3	W	A,R	V	8	\$479 C
41. Sims 1610 Blade	161		Sl,Ar	Bg-Ad	110+	127	1.6	0	1.2	W	G,K,C	V		\$459 C
42. Sims 1610 Blade Narrow	161		Sl,Ar	In,Ad	110+	127	1.6	0	1.2	W	G,K,C	V		\$459 C
43. Mistral Yukatan	160		Ar,1/2	Bg-Ad		115	.9	0-3	.5	F,C	A	V	9.6	\$449 C
44. Avalanche Bumps 165	165		Ar	In,Ad	120-220	107	.7	1	.6	W	G,K,A,U	V	6.8	\$479 C
45. Avalanche Damian 165	165		1/2,Ar	Bg-Ad	100-200	107	.7	1	.6	W	G,U,A	42-50	6.8	\$429 C
*Gordon & Smith MR160	160		1/2,Ar	Bg-Ad	125-200	111.5	1.3	2	1.5	W		46	0.9	\$385 C
*Gordon & Smith SQ160	160		1/2,AR	Bg-Ad	125-200	111.5	1.3	2	1.5	W		46	0.9	\$385 C
46. Kemper Rampage 160	160		Ar,Sl	Bg-Ad	100-180	126	1.7	0	1.1	W	K,A	V	8.8	
47. Hot "One Sixty Free"	158		Ar	In		112	2.6	0	.3	W,G	R,A	43	8.4	
48. Barfoot 1/2 Pipe	161		1/2	In,Ad	130+		.9	1	.3	W		N/A		
49. Crystal Ocean 160 Bomber	160		1/2Ar	Bg-Ad	0-300	108	2.5	5	2.1	W,G	U	V	9	\$429 C
50. Burton Free 6	160		Ar	Bg-Ad	140+	115	1.8	0	3.8	F	U	V	8.4	\$389 C
51. Look LaMar Freestyle	160		1/2,Sl,Ar	In,Ad	100-180	120				F		V		\$305 B
*Look LaMar Trick Stick	158		1/2,Ar	In,Ad	110-200	90				F		V		\$305 B
52. Gnu Anti Gravity	156		Ar	Bg-Ad		121	1.3	0	.4	F		45.7	7	\$329 C

KEY

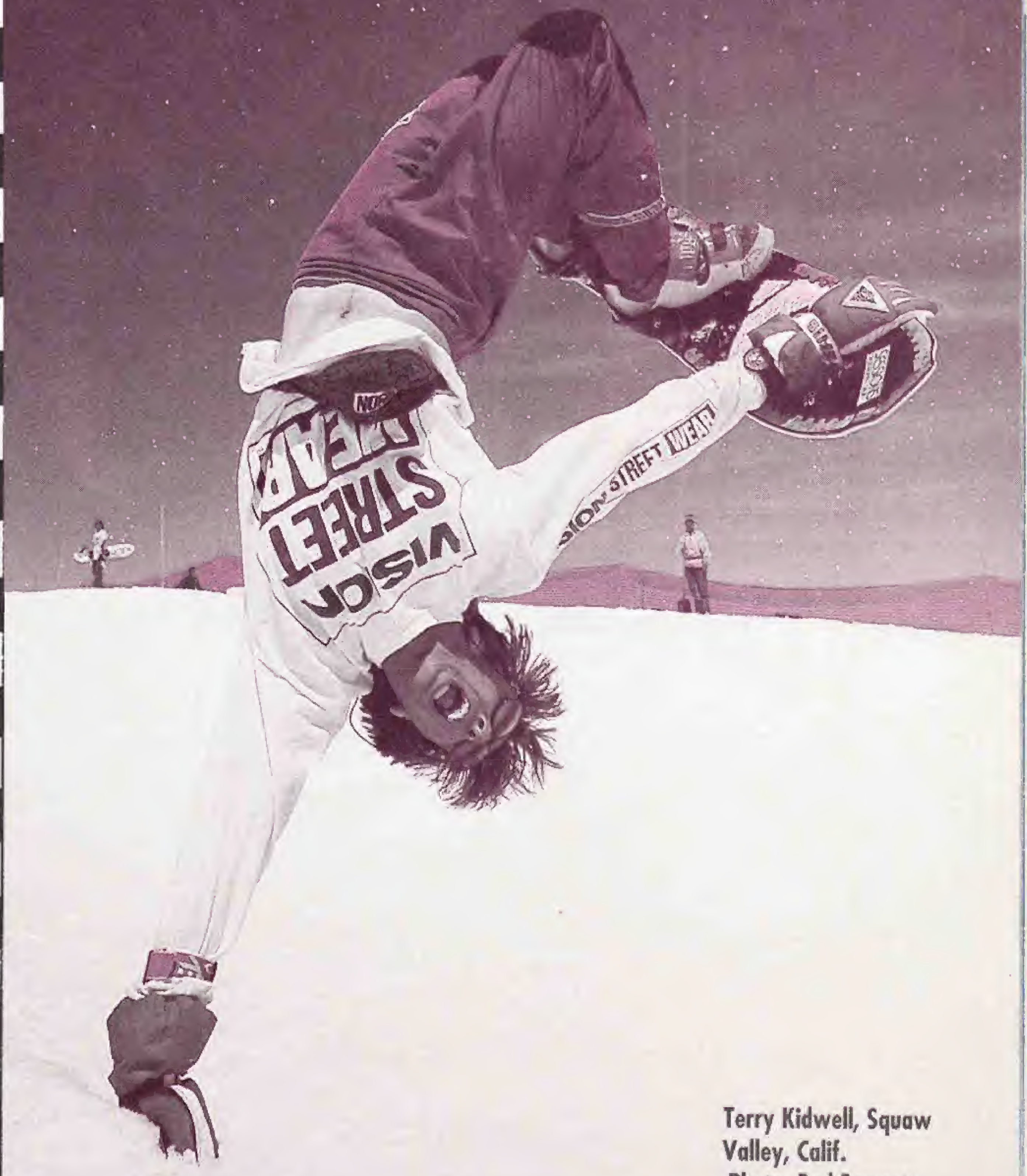
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Steve Vanderbeek and
Steve Link, Loveland Pass,
Colo. Photo: Bud Fawcett

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Manufacturer and Model	Length (cm)	Classification	Rider Profile		Rider Weight (lbs.)	Edge Contact (cm)	Side Cut (cm)	Bevel (degrees)	Camber (cm)		Core Material	Other Construction Materials	Stance (cm or V=variable)	Weight w/out Bindings	Price (U.S. \$, B=blank, C=complete)
53. Black Snow PS 157	157		1/2	In	110+	120	2.5	0	1.5	C		G, A	40	9.5	239 C
54. Look Bump Stick	155		Sl,Ar	Bg,In	90-155	120				W		G,R	V	7.8	\$305 B
55. K2 HPX	152		1/2,Ar	In,Ad	120+	110	3.4	0	.63	F		C,K,A	V	8.4	\$449 C
56. Burton M5	155		Sl	Bg-Ad	100-150	125	1.6	0	.8	W		A,R	V	7.5	\$469 C
57. Storm Shredder	153		1/2,Ar	Bg-Ad		103	.95	1	.3	W		G	V		\$439 C
58. Look XS 55	155		Sl,Ar	Bg,In	90-155	120				W		G	V	7.5	\$260 B
59. Crazy Banana Chilli Willi	155		1/2,Ar	Bg-Ad	165+	107	1.2			W,F		W	V	8.3	\$339 C
60. K2 Gyrator HP	152		1/2,Ar	Bg-Ad	120+	114	3.4	0	.63	F		G,A	V	8	\$399 C
61. Mistral Cherokee	155		Ar	Bg,In		110	.83	0-4	.3	F,C		A	V	9.4	\$399 C
62. Kemper Freestyle 155	155		Ar,1/2,	Bg-Ad	100+	113	1.8	0	1.2	W		K,A	V	7.8	
63. Gnu Concept	157		Ar,1/2	Bg-Ad		115	1.25	.2	.1	W		U	45.1	6.5	\$459 C
64. Gnu Vertigo	150		1/2,Ar	Bg-Ad		108.5	1.1	.2	.1	F		U		6.8	\$369 C
*Kemper Rampage 150	150		Ar,Sl	Bg-Ad	70-120	119	1.5		.8	F,W		G	V	7.8 ?	
65. Sims 1510 Blade	151		Sl,Ar	In,Ad	110-160	117	1.52	0 1	.1	W		A	V		\$439 C
66. Aunt Ester "Steamer"	150		1/32	Ex	250+	1	Sure	Why	Not	W		Nah	V	12	\$15 C
67. Burton Free 5	150		Ar	Bg-Ad	100-150	105	1.7	0	.4	F		U	37	7	\$369 C
*Summit 150	150		1/2,Ar	Bg-Ad		101.6	1.6	0-1.5	.4	W		U,F,A	V		\$359 B
68. RMF New Move	150		1/2,Ar	Bg-Ad	50-175	116.8	1.3	2-5	.63	W		G	42.5	7.5	\$360 B
69. Storm Monster	152		Bg	Bg	100+										\$360?
70. Black Snow PS 145	145		Bg,Ar	In	100+	110	2	0	1	C		G,K	40	9	\$199 C
71. Black Snow Edge	145		Bg,Ar	Bg,In	100+	110	2	0	1	C		G	6.5		\$179 C
72. Gnu Kaos	143		Ar	Bg-Ad		110	1	0	.3	F		U	43.2	6.5	\$319 C
73. Avalanche Mini Kick	145		1/2,Ar	Bg-Ad	70-125	96 .5	1	.2		F		G	40.7	6	\$349 C
74. Ground Zero Shock Wave	145		Ar	Bg,In	0-160	110	.9	2	.3	W,C		R	V	6.1	\$199 C
*Burton Craig Kelly Micro Air	145		1/2,Ar	Bg-Ad	0-140	104	1.6	0	.4	W		A,R	V	7.3	\$469 C
75. Look LaMar Trick Stick	142		1/2,Ar	In,Ad	65-145	80				F			V		\$305 B
76. Sims 1445 Freestyle	145.5		1/2	In,Ad	90-120	90	1.2	1.5	.4	W		G,K,C	38		\$439 C
*Summit 140 Mini	140		1/2,Ar	Bg-Ad		91.6	1.6	0-1.5	.4	W		G,U, A			\$359 B
77. Look XS 40	140		Sl,Ar	Bg,In						W		G	V	6.6	\$260 B
78. Black Snow PS 135	135		Bg,Ar	Bg,In	70+	100	2	0	1	G,C		K	40	7	\$159 C
79. Black Snow Master	135		Bg,Ar	Bg	70+	100	2	0	1	G,C			40	4.5	\$139 C
*Crazy Banana Babaloo	135		Ar	Bg,In	110+	95	.7			F		G	V	6.4	\$250 C
80. K2 G Force	135		Ar	Bg-Ad	0-120	101	2.6	0	.51	F		G,	V	6.6	\$299 C

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Terry Kidwell, Squaw Valley, Calif.
Photo: Bud Fawcett

KEY

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SEPTEMBER 1990 VOL. 6 NO. 1 CAN. \$ 3.95 U.S. \$2.95

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WITH CRAIG KELLY



Reto Lamm busts a
move on his home
turf: St Moritz, Swit-
zerland. Photo: Bud
Fawcett.



GLIDE 1980 INTERNATIONAL SNOWBOARD MAGAZINE GUIDE

Harmony is the interaction of parts in a pleasing or fluid way. The fundamental basis for harmony is geometry which is the basis for every snowboard and ski ever built. Although the actual mechanics of the curves are interpreted differently by every snowboard designer, there are several areas that are universal.

There are two ways to view a snowboard. The view from the top is called outline, and the view from the side is called profile. The outline has three areas: nose shape, sidecut, and tail shape. The profile has three areas also: nose kick, camber, and tail kick. The outline and profile work together to form the harmony of the board.

The interaction between the outline and the profile produce the riding characteristics of a particular board. The sidecut can be a radius, or a curve of the designer's choice. The effect of the sidecut is to force the board to flex into an arc when placed on edge. This arc turns the board in the direction of the rider's lean. The camber places more pressure on the tip and tail and allows these areas to act as "shock absorbers" to stay in contact with the terrain. The camber also influences the flex of a board by making the board progressively stiffer as it is arced. A board with rocker (negative camber) has a less distinct flex at the beginning of its arc and has a lot of difficulty holding an edge, but makes transitions in the pipe easier.

The nose shape and the profile play the biggest role in freestyle boards. The length and flex of the nose are important in making transitions in halfpipes and moguls. For alpine boards, used primarily on hardpack, the main purpose of the nose is to lead the sidecut up and over any transitions on the snow.

The tails of freestyle boards are designed to be cosmetic, but have the biggest importance in riding fakie and landing airs. A board with too little

The Torsion Box Foam Alternative

BY STEVE SUNDE Project Engineer Supervisor, K2

W

hile snowboarders often refer to boards as either "wood core" or "foam core", snowboard designers and top level riders require more specific terms to define board construction. Generally, designers work with three different structures: Laminate, RIM, and Torsion Box. Each type has specific qualities of performance that most riders can easily recognize.

"Torsion Box" construction can have either a wood core, foam core, or a core that is a composite of two or more materials. In a torsion box structure, fiberglass is impregnated with uncured resin, wrapped around a core, and cured in a hot mold creating a part that gets its physical characteristics primarily from this unitized "box of cured fiberglass", not the core material that surrounds it.

A torsion box, by nature of its geometry, is a torsionally rigid structure (it resists twisting) and this torsional rigidity gives it excellent edge holding. Because energy is transmitted primarily in an uninterrupted path, it is an inherently "lively" structure, delivering a quick and precise response to the rider. One of the real advantages of a wet layup, torsion box structure is that it is easily modified to give specific characteristics:

- 1) Flex and torsion characteristics can be independantly varied. This means a board can be made soft in bending while maintaining the torsional ridigity that gives stability and edge holding.
- 2) Energy absorbing (damping) layers can be added above and below the torsion box for high speed, GS type riding without sacrificing the precise response a torsion box structure gives.
- 3) Very easy to "bend-out" to the reverse camber shape of a half-pipe, but with superior edge grip to generate maximum speed and precision.
- 4) High strength to weight ratio. Lightweight, but strong enough to handle the most aggressive riders.
- 5) Lively and responsive performance even at low speeds.

Board construction, like sidecut, flex and profile, is a significant factor in board design. As riders demand more from their boards, the characteristics of a torsion box design provide additional tools for designers to meet those demands. Make sure you know what type of construction is utilized, not just what material is being used.

The New Leash Law

BY VAL SCHAEFFER

S

omething funny is going on here. Snowboard design and construction have evolved extremely far since the original backhill sliders. One thing that has not kept pace and is light years behind, is the leash attachment point.

I've got nothing against leashes per se, but there's something kooky going on here. Let's start at the beginning. You put a leash on your board to keep it from running away and maimingsomeone. Good. You attach it to your leg because it is the closest body part to the board. Good. Finally, you connect the leash to the front binding. Bad.

Why is it bad? Simple, if you're trying to protectagainst a runaway board, connecting the

GLIDE 1990 INTERNATIONAL SNOWBOARD MAGAZINE GUIDE

ALLAROUND/FREERIDING

Manufacturer Name and Model	Rider Profile (B=reg., I=inf., A=adv.)		Length (cm)	Edge Contact (cm)	Nose Width (cm)	Waist Width (cm)	Tail Width (cm)	Base Bevel (degrees)	Camber (cm)	Width of Stance (cm)	Binding Retention (I=inserts/helicoils R=retention plates)	Weight w/out bindings (lbs.)	Suggested Retail (U.S. \$, B=blank, C=complete)	
	IA	ML												
Mboo M2	IA	L	175	150	•	•	•	•	.7	•	R	14	560	C
Barfoot Ravine	IA	ML	171	134.2	28.6	25.1	28.6	1	.8	36-44	H	•	•	•
Miller Classic*	BIA	ML	171	127	29.0	26.0	28.6	2-4	.63	41.9	H	9.25	•	C
K2 TX*	BIA	ML	170	139	28.0	24.5	26.9	10	.7	38-44	R	8.3	299	B
Rocky Mtn. Factory Escape	IA	ML	170	133.4	28.5	26.0	28.5	1-4	1.2	40-43	H	9	495	C
Morrow All 167	IA	L	167	130	28	23.5	27.7	.5	.9	Unltd.	R	8.2	439	C
Kemper Screamer 167*	BIA	L	166	140	28	23.6	27.7	0	.9	Unltd.	R	8.8	549	C
Checker Pig C65	BI	ML	165.7	132.3	28.2	25.2	28.0	0	.9	40-47	R	9.	280	B
Dynastar Gourou	I	L	165	135	29.6	24.4	26.8	1	1.6	40	R	9.5	329	B
Crazy Banana Woodstock	A	L	165	124	28.5	25.5	28	•	1	•	H	11	399	C
Dynamic New Wave	•	•	165	•	27.8	24	27.8	•	•	•	R	•	495	B
Rocky Mtn. Factory Terminator*	BIA	ML	163	132	28.4	25.7	28.6	1-4	1.3	40-43	H	8	475	C
Dynastar Flash	I	L	163	133	27	22.5	26.8	1	.38	40	R	8.5	359	B
Look Grinder 163	BI	ML	163	123	•	25	•	•	.6	42	R	•	275	B
Storm Cyclone 163*	A	L	163	122	29	26.5	29	2	.4	42	R	•	502	B
Heavy Tools Flip*	BIA	L	163	106	•	•	•	•	.8	•	R	7	519	C
Santa Cruz Jota	BIA	ML	162	140	28	23.4	28	0	1	40	R	•	•	•
Morrow Blaze 165*	BIA	ML	162	120	28	25	27.4	1	.8	Unltd.	R	7.7	399	C
Barfoot Ravine	IA	ML	161	124.2	27.6	24.1	27.6	1	.64	35-43	H	•	•	•
Mboo M3	BI	L	160	122	•	•	•	•	.4	•	R	8	509	C
Nitro Fusion 160*	A	L	160	121	27.8	24	27.8	•	.8	40-45	HR	7.2	329	B
Burton Air 6	BIA	L	160	115	28.4	24.8	28.4	0	.6	43	H	7.9	389	C
Burton M6*	BIA	L	159.5	134	28.9	23.5	28.9	0	1.2	42	H	7.7	399	B
Gnu Antigravity 156*	I	M	159	123	27.5	24.5	27.5	•	.8	41	H	7.01	299	B
Mistral 162 Escape*	BI	SML	159	132	27.6	24.5	27.8	0	.7	Unltd.	R	•	425	C
Crazy Banana Arrow	BI	SML	158	114	28	25.5	27.5	•	1	•	H	10	349	C
Kemper Rampage 160	BI	ML	158	124	28.9	25.6	27.7	•	1.1	Unltd.	R	9.3	482	C
Look Bumpstick 155*	BIA	ML	155	120	•	23	•	0	.5	41	R	•	345	B
Checker Pig C55	BI	SM	155.7	122.3	26.6	23.8	26.4	0	.7	36-43	R	7.5	279	B
Look Grinder 153	BI	ML	153	115	•	25	•	•	.5	41-43	R	•	275	B
Sims 510 Blade ATV*	BI	M	153	115	26	22.9	26.9	1	1.2	•	•	7.25	395	C
Storm Monster 153	I	M	153	112.2	29	26.4	•	4	.3	42	H	•	431	B
K2 AT	BI	SML	152	114	29.6	26.2	27.7	1	.5	38-44	R	7.7	289	B
Morrow Tremor 150	BI	SML	150	114	27.5	25	27.3	1	.75	Unltd.	R	7	379	C
Burton Air 5	BIA	M	150	105	27.4	24.0	27.4	0	.4	37	H	7.1	389	C
Burton M5	BIA	M	149.5	124	27.4	22.0	27.4	0	.8	38	H	6.7	399	C
Kemper Rampage 150	B	S	149	119	26.7	23.8	25.9	•	.8	Unltd.	R	8	399	C
Rocky Mtn. Factory New Move	BI	SM	146	117	28.42	26	28.58	2-5	.63	40	H	7	425	C
Dynamic New Wave J	•	•	145	•	25.8	22.5	25	•	•	•	•	•	•	•
Black Snow Edge*	B	M	145	110	•	•	•	0	1	34	H	8	199	C
Look Grinder 143	BI	M	143	105	•	23	•	•	•	38	R	•	275	B
Mboo M5	B	S	140	95	•	•	•	•	.4	•	R	•	379	C
Look Micro Bumpstick 140	BIA	S	140	110	•	20	•	0	.6	38	R	•	290	B
Kneissl Easy Rider	BIA	SM	136	93	26.6	24.4	26	•	•	36	R	7	240	B
K2 G-Force	BI	S	135	102	27.1	24.5	27.1	1	.4	38-42	R	6.6	199	B
Storm Monster 135	B	S	135	94	26	24	26	3	3	36	H	•	414	B
Black Snow Master	B	S	135	100	•	•	•	0	1	34	H	6	149	C
Kemper Freestyle 135	BI	S	133	99.5	25.8	23.9	25	0	.6	Unltd.	R	5.5	433	C
Look Grinder 133	BI	S	133	95	•	20	•	0	.4	36	H	•	275	B
Sims 350 Freestyle	BI	S	132.5	85	22.2	20.3	22.2	3	1	•	H	6	349	C
Dynastar Dragon	BI	S	130	100	26.6	22.8	24.5	1	.9	35	R	6.25	249	B
Checker Pig FS30	BIA	S	130	78	23.5	21.9	23.2	0	.3	30-37	R	6.17	249	B
Burton Air 3	BIA	S	128	88	25.5	23.0	25.0	0	.3	33	H	5.0	319	C

HALFPIPE/FREESTYLE

Burton Kelly Xtreme	A	L	171	128	28.2	25.0	28.2	0	.3	43.7/47	H	8.3	529	C
Look Freestyle 170*	BIA	L	170	130	•	25	•	•	.3	44-46	R	•	355	B
Barfoot Estes	BIA	L	166	124	29.2	26.4	29.2	•	.4	39-47	H	•	•	•
Gnu Vertigo 162*	BIA	L	165	130	28.5	26	28	•	.7	41	H	8.1	310	B
Powderstick Freestyle 165	IA	ML	165	128	27.8	25.2	28.7	3	.5	40	H	•	449	C
Kemper Freestyle 165*	BIA	L	165	119.5	29.2	25.8	28.5	0	1	Unltd.	R	8.8	533	C
Gordon & Smith MR 165*	IA	ML	165	119	27.3	26	27.3	0	1	45	H	6.9	399	C
Nitro Pyro 163*	A	L	163	123	28	25	28	•	.68	45	HR	6.8	379	B
Santa Cruz Tau	IA	ML	163	120	27.8	24.5	27.8	1	.7	45	•	•	•	•
Storm Shredder 163	A	L	163	113	29	26.8	29	4	.4	41	H	•	502	B
Checker Pig FSP 63	BIA	ML	163.1	102.6	29.4	27.4	29	2	.4	40-47	R	7.5	469	B
Morrow Freestyle 162	IA	ML	162	121	28	23.5	27.7	.5	.6	Unltd.	R	7.75	439	C
Sims Kidwell 635*	BIA	L	161.5	116	27.9	25.5	27.7	3	.6	•	H	8.9	489	C
Sims 610 Blade	BIA	ML	161	123.5	26	22.9	26	1	1.6	•	H	7.5	410	C

Freeriding/Allaround



All Around/ Freeriding
(left to right):
Miller Classic
K2 TX
Kemper Screamer 167
Rocky Mtn. Factory Terminator
Storm Cyclone 163
Heavy Tools Flip
Nitro Fusion 160
Burton M6
Mistral 162 Escape
Morrow Blaze 165
Black Snow Edge
Gnu Antigravity 156
Look Bumpstick 155
Gnu Vertigo 150
Sims 510 Blade ATV
Apocalypse Electric

Race/Cruise



Race/Cruise (left to right):
Powderstick Asymmetrical 175
Atomic 775 Race
Gordon & Smith ASY 175
Sims 667 Alpine Blade
Mistral Ecstasy 167
Dynamic New Wave
Checker Pig G 69
Nitro EFT Asymmetrical 156
Kemper Apex SL 160
Rossignol Alpine
Summit King Tut 208
Dynastar Course
K2 SLX 164
Burton PJ6
Mboo M1
Kneissl Crystal Rider
Look 163 Asymmetrical
Apocalypse Slalom

Freestyle/Halfpipe



Halfpipe/Freestyle (left to right):
Look LaMar Freestyle 170
Kemper Freestyle 165
Gnu Vertigo 162
K2 Donnelly XTC 158
Gordon & Smith MR 165
Burton Kelly
Nitro Pyro 163
Sims Kidwell 635
Mistral Emotion
Black Snow Freestyle
Checker Pig FSC 54
Powderstick 155 Freestyle
Rossignol 155 Retrowave
Mboo M4
Heavy Tools Trick Bone

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Manufacturer Name and Model

Burton Air	IA	A	L	161	120	28.6	24.8	28.6	0	.4	42.7/46	H	8	489	C
Burton Kelly	IA	A	L	161	116	28.1	25.0	28.1	0	.3	43.7/46	H	7.8	499	C
Kneissl Pipestar	BIA	A	L	161	110	27.9	26.4	27.9	0	•	40	R	10	350	B
Barfoot Freestyle	BIA	A	ML	161	•	28.6	26.0	28.6	•	.64	35-43	H	•	•	•
Look LaMar Freestyle 160	BIA	A	ML	160	120	•	25	•	•	.5	42-44	R	•	355	B
Crazy Banana Tweak	IA	A	ML	160	114	28.5	25.5	28	•	1	•	H	9.5	399	C
Dynamic Destroy	•	•	•	160	•	27.6	23.8	26.8	•	•	•	R	•	495	B
Heavy Tools Trick Bone*	I	L	L	158	130	•	•	•	•	.4	•	R	4	519	C
Mistral Emotion*	BIA	ML	ML	158	122.5	27.4	24.5	27.4	•	.6	Unltd.	R	•	499	C
K2 Donnelly XTC 158*	BIA	ML	ML	158	122	27.5	24.2	27.5	1	.35	38-44	R	8.2	369	B
Look LaMar Trick Stick 158	•	•	•	158	95	•	25	•	•	0	41-43	R	•	355	B
Sims 550 Halfpipe	BIA	SM	SM	157	116	26	23.5	26	3	1.1	•	H	8.2	479	C
Santa Cruz XI	IA	ML	ML	156	113	26.7	23.8	26.7	1	.5	45	H	•	•	•
Kemper Freestyle 155	BIA	ML	ML	155	113	28	24.4	27.4	0	.9	Unltd.	R	7.8	533	C
Powderstick 155 Freestyle*	IA	ML	ML	155	•	28.7	25.7	28.7	5	.5	40	H	•	439	C
Dynastar ?????	A	L	L	155	110	26.5	24.1	26.5	1	.7	40	R	7.93	379	B
Rossignol 155 Retrorwave*	BI	SML	SML	155	110	26.9	24.4	25.7	0	.8	Unltd.	R	7.8	370	B
Barfoot Team Freestyle	BIA	ML	ML	155	113.1	26.7	23.8	26.7	0	.32	•	H	•	•	•
Crazy Banana Chili Willi	IA	ML	ML	155	104	27.5	25.4	27	•	1	•	H	8.5	399	C
Checker Pig FS 54	IA	ML	ML	154.4	104.6	28.5	25.5	28	0	.3	40-47	R	7.9	419	B
Checker Pig FSC 54*	IA	ML	ML	154.4	104.6	28.5	25.5	28	0	.3	40-47	R	7.05	479	B
Gnu Verrigo 150	BIA	M	M	153	114	28	25	27	•	.7	41	H	7.04	309	B
Kemper Flight	BIA	ML	ML	153	103	28.2	25.3	28.2	•	.2	Unltd.	R	8.3	533	C
Storm Shredder 153	I	M	M	153	103	28	26.1	•	4	.3	40.3	R	•	471	B
Morrow 153	BI	SML	SML	150	114	27.5	25	27.3	1	.75	Unltd.	R	7	379	C
Mboo M4*	IA	L	L	150	102	•	•	•	•	.4	•	R	6	509	C
K2 Donnelly XTC 146	IA	SM	SM	146	105	25	22	25	1	.35	38-44	R	7.5	369	B
Burton Micro Kelly	BIA	SM	SM	145	104	27.4	24.2	27.4	0	.3	39.4/42.7	H	6.4	449	C
Look LaMar Trickstick 142	BI	SM	SM	142	80	•	24	•	3	0	39-41	R	•	355	B
Powderstick Freestyle 140	BI	SM	SM	140	112	25.7	23.5	25.7	3	.5	40	H	•	394	C

RACE/CRUISE

Summit King Tut 208*	A	L	L	208	190	29.8	24	29.2	0	2.7	45.7	R	•	625	B
Powderstick Asymmetrical 205	A	ML	ML	205	195	28.4	22.8	28	2	1.8	38	H	•	630	C
K2 XRS	A	L	L	177	147	28.3	25.6	28.3	1	.6	38-44	R	9.3	379	B
Powderstick Asymmetrical 175*	IA	ML	ML	175	165	28.4	22.8	28	2	1.4	38	HR	•	439	C
Look Overspeed 175 Asymmetrical	A	L	L	175	155	•	24	•	•	.8	42	R	•	410	B
Rocky Mtn. Factory Ravin	IA	ML	ML	175	152.5	28.4	25.7	28.5	1-4	1.5	43.1	H	9	525	C
Burton PJ7	IA	L	L	172	154	28.3	22.9	28.3	0	1.5	43/46	H	8.47	529	C
Kemper Apex GS 170	IA	ML	ML	172	148	27.4	23	27.4	0	1.7	Unltd.	R	8.5	583	C
Gordon & Smith ASY 175*	A	L	L	172	133	27.3	25.8	27.3	0	2	40	H	7.12	414	C
Sims A177L Asymmetrical	IA	L	L	171.5	139.8	27.3	22.9	26.7	0	1.8	•	H	8.5	519	C
Morrow GS Alpine Asymmetrical	IA	L	L	171	148	25.9	22	25.9	0	2	Unltd.	R	8.35	469	C
Morrow 169 Bolt	IA	L	L	169	151	27.7	23.5	27.7	0	1.6	Unltd.	R	8.4	449	C
Mistral Energy 170	IA	L	L	168	146	27.9	24.8	28	3	1	Unltd.	R	•	519	C
Mboo M1*	A	L	L	168	145	•	•	•	•	1.5	•	•	8	560	C
Sims 667 Alpine Blade*	IA	L	L	167	132.2	27.3	23.5	27.9	0	1.8	•	H	8.3	489	C
Atomic 775 Race*	IA	•	•	165	143	28	24.5	28	•	•	•	•	•	•	B
Mistral Ecstasy 167*	IA	L	L	165.5	140.5	27.5	23.9	27.9	3	1	Unltd.	R	•	625	C
Heavy Tools SF 165	I	L	L	165	136	•	•	•	•	1.2	•	R	7	570	C
Atomic 765 Race	IA	•	•	165	•	28	24.5	28	•	•	•	•	•	•	B
Checker Pig G 69*	IA	ML	ML	164.2	142	27.4	23.1	27.1	0	1	36-43	R	8.4	529	B
Checker Pig G6	IA	ML	ML	164.2	142	27.4	23.1	27.1	0	1	36-43	R	9.3	429	B
K2 SLX 164*	IA	L	L	164	139	27	23.5	27	1	.6	38-44	R	8.5	369	B
Dynastar Course*	A	L	L	163	133	27	22.5	26.8	1	.9	40	R	8.5	389	B
Look 163 Asymmetrical*	IA	L	L	163	130	•	24	•	•	.8	42	R	•	390	B
Rossignol Alpine*	IA	ML	ML	163	130	26.9	21.9	26.25	0	.07	Unltd.	R	•	360	B
Burton PJ6*	IA	L	L	162.2	141	27.4	22.5	28.7	0	1.5	43/46	H	7.8	499	C
Kneissl Crystal Rider*	A	L	L	161	140	27.6	24	27	•	•	40	R	8.75	400	B
Morrow 164SL Alpine Asymmetrical	IA	L	L	161	138	25.9	22	25.9	0	1.9	Unltd.	R	8.1	449	C
Santa Cruz Zeta	A	ML	ML	160	138	27.8	22.5	27.8	0	1	40	R	•	•	•
Kemper Apex SL 160*	IA	ML	ML	160	138	27.4	23	27.4	0	1.6	Unltd.	R	8.3	566	C
Heavy Tools SFC 160	A	L	L	160	137	•	•	•	•	1.5	•	R	6	658	C
Heavy Tools SF 158	I	L	L	158	127	•	•	•	•	1	•	R	7	570	C
Nitro EFT Asymmetrical 156*	A	L	L	156	137.5	27	21.8	27	•	1.2	Unltd.	R	8	399	B
Powderstick Asymmetrical 155	IA	ML	ML	155	145	27.5	23.5	27	3	.5	40	H	•	528	C
K2 SLX 154	IA	SML	SML	154	132	24.5	21.5	24.5	1	.6	38-44	R	7.7	369	•
Burton PJ5	IA	ML	ML	153.1	132	27.4	22.5	28.7	0	1.5	40/43	H	7.4	499	C
Santa Cruz ETA	A	M	M	153	131	27.6	22.5	27.6	0	1	40	R	•	•	•
Burton PJ5s	IA	ML	ML	147.8	128	25.4	20.5	26.7	0	1.5	37/40	H	6.8	499	C

leash to the binding only protects against your foot coming out of the binding. There is no other protection, unless you...connect the leash to the board directly.

Affixing the leash to the board protects against runaways AND it protects against the bindings pulling out. You say you've never heard of a binding pulling out? I have, and it's not a pretty sight to see a snowboard falling a couple hundred feet from a chairlift while the front binding and leash remain affixed to the offender's foot.

All this could be done by establishing a specific location that would work for both regular and goofy footed people. It would really make the leash a functional piece of equipment! Also, it might get the manufacturers to agree on standardizing something. This might be the start of something huge. Next would come a standard hole pattern so bindings could be interchanged. After that, who knows what might come next?

Asymmetricals

BY PAUL WREN *Research and Development Manager, Burton*

The way that most people are introduced to asymmetricals is by noticing the angled tail. This strangeness gets them intrigued- what's that for? Skis and snowboards have always been symmetrical. If you split them down the middle both halves are the same. An asymmetric board changes this by making each side unique.

The asymmetric concept is not new. Other sports have tried it, since almost anything you can think of has some kind of off-balance nature to it. Stock car racers always turn left around the oval, so their cars are asymmetrical. Wave sailboarders have the wind coming from one direction and need to have both a long edge for speed and a short edge for tight turns on waves, so their boards are asymmetrical. In snowboarding, the asymmetric board is not new. If you've been around the sport for a while you probably remember Swiss rider José Fernandes at the U.S. Open in 1987 with an asymmetric race board. Only recently have asymmetric snowboards become more widespread.

In snowboarding, obviously, riders are not symmetric. Standing sideways on the board, there are many ways that the body mechanics are off-balance. In alpine snowboarding, where turning performance is critical, there is an advantage to be gained by recognizing this asymmetry and taking advantage of it. A rider can get a board more on edge toe side than heel side because your knees only bend one way. Conversely, you can get your center of gravity lower heel side because you can get your butt down to the ground. Most importantly your feet are not straight across the board, so the pressure points of your toes and heels are in different places along the length of the board. Therefore, the sidecuts of the toe and heel sides should be offset as well. In the past couple of years we've realized that any level of snowboarder can benefit from asymmetric shapes.

The solution to most of this is the asymmetric snowboard. Not only are the sidecuts offset to line up with the offset pressure points of your toes and heels. The sidecut depth on one side may differ from the opposite side resulting in different turn radii for the toe and heel sides. This is to make up for the difference in angulation between your toe side and heel side. If you can't get the board as high up on edge, the board can compensate by having a deeper sidecut on that side to make the board react quicker to less angle. Since flex and sidecut work together

tail will "wash out" in a landing. After the sidecut completes the turn on an alpine board, the function that the tail serves is almost entirely cosmetic.

The balance or harmony in a freestyle board is crucial. The ratio of nose to tail (the distance from the center of the front foot to the wide point at the nose, and the same at the rear foot), makes transitions in the halfpipes smooth, and provides control in landings. A board can be completely

changed by altering the position of the feet, which changes the ratio of nose to tail.

There is a strong relationship between a shape that looks good, whether it is shaped intentionally or done by eye, and the geometric formulas that define the shape. The shapes that look the most attractive are most often the shapes that work the best. The harmony of shapes changes over time, as new shapes prove to be superior to old, a new look becomes attractive, like the shorter noses on almost all of today's boards. The true harmony takes place between the rider, the board, and the terrain: a combination impossible to calculate.

Not only must you consider camber, sidecut, and flex, when purchasing a snowboard there is one aspect of board construction that is often neglected. I'm referring to a boards' *Environmental Consciousness Rating* or ECR. The ECR is a loosely determined guide based on some of the components and manufacturing processes that go into a board's manufacture. The toxicity of the chemicals involved, the amounts of waste generated, and the use of resources are all factored in. The higher the number, the less damaging the process is to the environment.

Compression Molding

The second type is compression molded plastic with steel edges molded into the board. In this type a "blank" of fiber-



glass reinforced thermoplastic is heated and then pressed into a mold where it flows around the steel edges, cools to the form of the mold and is removed and mounted with bindings. There are serious limitations to this type of construction due to the weight to strength ratio and slow flexing properties. Although the quality of these boards is far from high performance, this type accounts for approximately 2/3 rds of the total boards sold worldwide.

Environmental Conscious Rating 6.0

Injected or R.I.M. Molding

The injected or "foam" board as its detractors refer to it is the least expensive "ski area" quality board to manufacture. This board has usually four to six components, a top fiberglass skin, polyethylene running base pre-laminated with fiberglass, inserts and a reaction molded core. Reaction molding is a process that uses a two part chemical that expands when mixed. The mixed chemical is pumped into a mold between the two layers of fiberglass and the steel edge which is usually held in place by magnets in the mold. The chemical reaction "cures" and hardens from two to ten minutes. The board is almost complete when it comes out of the mold, only a small amount of sanding is necessary for finishing.

Environmental Conscious Rating 4.0

Hybrid R.I.M.

In some recent boards a piece or two of wood is added to the injected board during production and is held in place by the foam flowing around it. The wood adds a small amount of performance and a large amount of advertising value. Some manufacturers call this a hybrid board and others even spuriously label it a "wood core" board. The technology for injected boards comes from the mass produced ski industry

to provide grip, flex is also asymmetric to line up with the shifted sidecut shapes.

The intention of all this is balanced turning in both directions, with good hard grip in the carve both ways. Most manufacturers for 1990 have asymmetric boards, but some have been at it longer than others. Check out the comparison tests, and look at the experience behind the boards, then get on it. Once you go asymmetrical you won't go back.

Binding Installation-Inserts

BY PAUL WREN *Research and Development Manager, Burton*

T

he often forgotten part of snowboards is the attachment of the binding to the board. There are currently two basic ways to attach bindings to a board; inserts built into the board, or a reinforcing plate under the topsheet which is drilled into for mounting the bindings.

Inserts in the board have some important advantages. First, they are lighter than a reinforcing plate because the reinforcement is only located at the insert, rather than throughout the stance area of the board. Since inserts are small, relative to the length of the board, they do not affect flex. Binding removal only requires the turning of a screwdriver. Reinforcing plates require you to fill the old holes in the plate and drill new ones before reinstalling the binding. With inserts you can remove your bindings as often as necessary for travel or tuning, and you can move the location of your binding on the inserts at will without drilling irreversible holes in your board. Lastly, the inserts are located precisely by the manufacturer to optimize the performance of the board, and are generally stronger than screws in a reinforcing plate.

The only real disadvantage for some people is that you have to mount your bindings where the manufacturer wants them, limiting stance choices. In most situations, this is unnecessary. However, the manufacturer will locate the inserts in the proper position for the flex, camber and sidecut profiles of the board.

Binding Installation-Retention Plates

BY JEFFREY ELY *Marketing Manager, Funsport/Kemper*

T

he use of retention plates when installing bindings permits total customization of the stance. The drill and mount system enables precise positioning of the bindings on your board. This is as critical a factor as the shape of the board itself. You can position your feet for optimum performance and balance based on your size and weight, not on an average position designated by the manufacturer.

A customized stance is influenced by three main variables; height, weight, and boot size. These can vary so widely that there are literally hundreds of possible positions for your bindings for a particular style of board. Taller riders need a wider stance, while shorter riders need a closer one. And what about boot size? Are you too far back in your size six boots, while your buddy in his size thirteens overhangs on toesides? Only with a fully customized stance can you minimize toe and heel drag and be fully centered over the board.

Are there drawbacks to the drill and mount system? The bindings cannot be repeatedly removed and installed on the board, but if the bindings are correctly installed with precise

attention paid to all the listed factors, there should be no need to remove and adjust the bindings. And the ability to adjust angles when going from halfpipe to alpine riding? Current designs are very terrain specific so it is unlikely you would want to ride a giant slalom board in the pipe. In instances where variable terrain must be ridden, it's better to have the bindings positioned for all-terrain use.

Along with the advantages of the customized stance, drill and mount systems eliminate extra holes in the deck. Insert holes add weight, affect flex patterns, and are sources for water-caused delamination.

A fully customized stance is a clear advantage to every snowboarder, from Barney Flailer to Sam Shredder. It speeds the learning curve for beginners and extracts maximum performance from the newest high performance boards.

Part I

Wood Core Construction

BY KENNY DUNCAN, *Plant Manager, Sims*

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ith near daily arrivals of new materials and "Space Age" composites, why does the wood core remain the heartbeat of the multi-laminate high performance snowboard? Simple. Because it's still the best. Memory retention, strength, and durability are the key factors.

Whether in the pipe, carving through gates, or just cruising, the wood core's memory is the component that allows the board to flex in different directions and return to form at the proper moment. Dollar for dollar there aren't many materials that can match the strength and durability of wood. One rider prefers a soft flex, while another requires a very firm flex. Both are achieved by type selecting and profile shaping.

While other synthetic or man made core materials offer a reduction in weight, they fail to obtain and retain the strength and durability of vertical laminated wood cores.

So what's good about wood?

It works!!

Part II

Why wood core boards are better. The metaphysical answer.

BY SHAW KAAKE

The following view is solely that of the author and does not necessarily reflect views or beliefs held by the editors of ISM.

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ood core boards have soul. The core inside is alive, or at least once was. You have to ask yourself when you are on top of that windblown chute, seconds away from either the ride of your life or the end of it, where every decision you make and every reaction your board makes will directly affect the rest of your life, do I want to trust my life to a board made of a combination of toxic chemicals, or a wood core board that has a soul, that I will be one with as I carve my way between cliff and crevasse? I don't know what your choice will be, but mine will be wood core every time. My wood core board understands me.

specifically cross country skis. Other names include polymer core, PU, urethane core, and R.I.M.

Environmental Conscious Rating 4.5

Wet Wrapped Foam Core

A preformed foam core is wrapped with resin soaked fiberglass cloth and the wet blank is placed into a gel coated mold with p-tex and steel edge in place. Top layers and even graphics can be in place in the mold at this time. Advancements in ski technology are following this technology in order to give different appearance and performance characteristics. This will be an expanding field in the development of future snowboards.

Environmental Conscious Rating 5.0

Sandwich Construction

Sandwich construction, is composed of horizontal layers that are assembled one on top of the other with epoxy in between. This is the classic ski type construction technology that allows various components to be placed into the structure where the properties can be best utilized. The sandwich construction method is the most labor intensive of the board manufacturing systems, and allows for the most control of the individual elements. This construction results in both skis and boards which are favored by almost all professional racers. The responsiveness and durability which attained is difficult to equal in any other construction. One variation on the sandwich construction is the use of aluminum reinforcement layers instead of fiberglass.

Environmental Consciousness Rating 5.0

Read the specifications carefully, talk to a salesperson, and make sure you are buying the type of board you are after. If possible rent or demo a board to make sure the board is right for you. And remember, good design, proper choice of materials, and careful construction are the only things that count.